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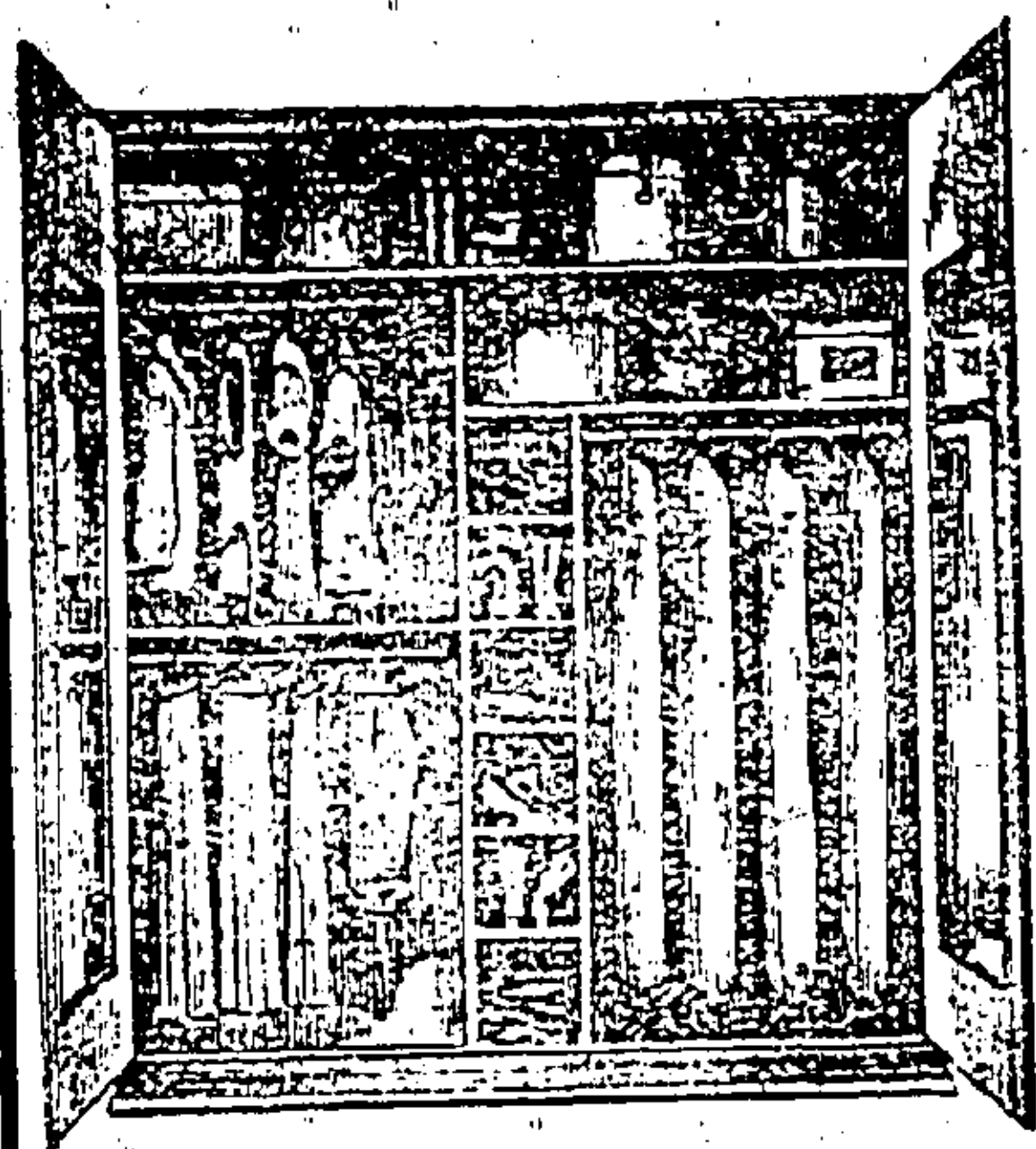
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TEL. C. 135.

HONGKONG.

LOOK THROUGH YOUR WARDROBE



AND IF MILDEW HAS JUST STARTED ON YOUR FAVOURITE GOWN OR SUIT, DON'T TRY TO BRUSH IT OFF, YOU WILL PROBABLY MAKE MATTERS WORSE.

GIVE OUR DRY CLEANING DEPT.

THE WORK IS OUR SPECIALITY.

THE STEAM LAUNDRY CO.

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60 YEARS AGO

The Firm of Mackay were the first to introduce LIQUEUR WHISKY.

Its success has led to the existence of many inferior Brands offered under similar title.

MACKAY'S—THE ORIGINAL LIQUEUR WHISKY combines in rare and choice bouquet the perfection of Highland Whisky. A Healthful Tonic—it satisfies and leaves no craving. Used in the leading clubs throughout the world. Costs no more than ordinary whisky.

Obtainable from all the Leading Stores in the Colony.

WHOLESALE AGENTS—BRADLEY & Co., Ltd.

Every morning

"Hazeline" Snow

(Trade Mark)

Applied to the skin, will protect the delicate tissues in all weathers. Regular users of "HAZELINE SNOW" never worry about their complexions.

"Hazeline" Rose Frost

for those who need a touch of colour

Both in glass pots All Chemists and Stores

BURROUGHS WELLCOME & CO. LONDON



THE GENERAL STRIKE.

(Continued.)

short space of time a skeleton service of trains was running on most of the main lines, and buses appeared on the streets, and London, although partially paralysed for a day, began to recover and keep its limbs moving, if slowly. It was curious to remark well-dressed men with cultured voices working as fare-collectors on the buses, or driving lorries laden with food-stuffs, and acting as engine drivers or stokers, or railway guards, or doing a hundred and one other things necessary to keep the wheels of civilisation going, in order to defeat the wicked attempt which had been deliberately directed against the existence of the nation.

A REMINDER OF WAR TIME.

In other respects the early days of the strike were a reminder of war time. Within twenty-four hours all sorts of restrictions were in force. A householder possessing more than 5 cwt. of coal was forbidden to obtain more than 1 cwt. at a time during the strike. Street lighting was reduced to a few hours every night. The price of bacon, butter, cheese, and other foodstuffs was fixed at the market rate at which the commodities stood on the day negotiations over the coal dispute broke down. In the West End of London some of the theatres closed, but others carried on. All social engagements, public meetings, and dinners were cancelled, and the usual round of social life was suddenly arrested. Offices in the City were closed or kept going with skeleton staffs. Numerous big firms offered the whole of their personnel to the Government for work of any kind as and where required. On public buildings you saw posters exhibited, asking for volunteers as lorry drivers, as engine drivers, stokers, and guards on the railways, as tramwaymen, bus conductors, special constables, dispatch riders on motor cycles, and so forth. There were queues of men and women eager to enrol. The spirit was wonderful. People motoring from London or to distant parts of the country made it known that they would be happy to carry on or more passengers during the strike. The prevailing spirit was that of loyalty to King and Government, expressed in a keen desire to assist any men of goodwill in time of stress.

THE CALL FOR SPECIAL CONSTABLES.

The call for special constables met with a remarkable response. Within the first few days of the strike something like 50,000 men enrolled in the London area. Elsewhere in the country they came up in impressive numbers, and became available to relieve the regular police who were wanted for duty in districts where trouble with strikers was expected. Troops were moved quietly from the military centres to strategic points in various parts of the country, and this was all done in such a way that the strikers could discover no ground for alleging provocation or intimidation; in fact, for the most part of the bulk of the population were not aware that anything unusual was happening in this respect. The Fleet had been under orders for manœuvres in the Atlantic, on the eve of the strike, but with the declaration of war on the community by the Trades Union Congress the order was promptly cancelled. The inhabitants of seaport towns on the North-East Coast and also on the West—on the Mersey and the Clyde—had clear proof that the Government were wide awake when they got up in the morning of the General Strike and beheld one or more destroyers at anchor in the harbour or swinging to the tide outside.

A USEFUL WARNING.

Mr. Saklatvala, the Parsee who sits in the House of Commons for Battersea North (how is it that an English constituency has been persuaded to elect an Indian agitator to represent it in Parliament?) was sent to prison for preaching sedition in Hyde Park, a useful warning to others to keep their mouths shut; and scaremongers were arrested and clapped into prison, or heavily fined, for spreading false reports calculated to create panic or cause disaffection. This had a salutary effect; but far worse mischief was done by the spread of false reports. The Government found it advisable to issue repeated warnings to the public not to heed sensational stories of riot and bloodshed which were in circulation. A common type of lie was to the effect that bodies of troops had refused to return to duty, or that soldiers had begun to fraternise with the strikers (there was a familiar Russian Soviet touch about this), or that men in charge of light and power stations had left their work. None of these stories had a shadow of foundation, and they were, of course spread deliberately by revolutionary wire-pullers in the hope that panic would be created in the country. It is an old trick which has often proved useful in other lands, but it was quite useless in the case of the British people. They kept their feet on the ground.

MILITARY NOT REQUIRED.

It was in this atmosphere that the first week of the General Strike went by. There was no mistake about the strike being an ugly fact, and that it had the whole of the Kingdom in its grip. Also, it was perfectly plain that plenty of material was at hand to start a conflagration if somebody was foolish and set it going. In several places there were riots although not on a large scale, and the police were quite competent to deal with the trouble. The question was whether the military would have to be called out to assist the civil authorities, in that event anything might happen.

But it is to the everlasting credit of the nation that no such measures were at any time necessary. As a matter of fact the Trade Unions issued definite instructions to their members on strike that they were to avoid disturbances, and moreover, if required they were to help the police to maintain order. Where disorder occurred it is true to say that it was due to the actions of young hoodlums and others of the unemployable class. I have previously remarked that the military forces were kept discreetly in the background. Everyone knew that they were available if they were wanted, and that was enough. The only occasions on which troops came prominently before the public in connection with the strike was when it became necessary to get food out of the Port of London. This was a matter of very great importance, and was indeed such a picturesque feature of these anxious days that it calls for special notice.

SECURING FOOD SUPPLIES FROM THE DOCKS.

For four days after the trouble started enough food was in store in London to satisfy the needs of the population. Then supplies began to give out. It was essential to replenish them. There were a number of food ships in the Thames, and the authorities resolved to get at their cargoes. The Dock area was, however, closely infested, as though it were a fortress, by the pickets of the Dockers and the Transport Workers Unions. Thousands of pickets formed a ring round the Docks, and they kept a vigilant watch on the Port night and day. Having sided on action, the Government sent 150 motor lorries and a battalion of Guards into the district just as dawn was breaking, and they were met near the river by a fleet of armoured cars to the number of 16 which had come to the rendezvous by another route. The sleepy strike pickets on duty rubbed their eyes as the troops and the armoured cars passed by, and then rushed off to tell the tale to their leaders. In the space of five or six hours the lorries were loaded up with food, over 1,000 tons of it, and the return journey was begun. By this time the whole of the East End of London was agog with excitement.

FOOD LORRIES ESCORTED BY ARMOURD CARS.

The streets were packed with dense masses of people, including strikers in their thousands. An armoured car painted a dull grey, with machine guns peering through the port-holes, led the way. Then came about a dozen lorries piled high with food, then another armoured car, then more lorries, and so on all along the line. Three or four soldiers were on each lorry. Imagine what the procession looked like. The seemingly never ending string of lorries, each with its complement of stalwart Guardsmen, and the armoured cars gliding along at intervals, passed through the streets amid dead silence, the strikers who thought—or whose so-called leaders thought—they could starve the nation into submission, watching the imposing spectacle with glum faces. They knew at that moment that they were a beaten army; and the business-like, matter-of-fact, fleet of lorries with armoured escort seemed to ask them, mockingly, "Well, what about it? If you think you are able to prevent the people of this country from getting food, why don't you stop this consignment?"

POWER OF NATION AS A WHOLE.

The Council of the Transport Workers Union saw this procession passing along the East India Dock Road, and as soon as it had gone by they knew their game was up. That convoy, and the indication of strength that accompanied it to guarantee that it reached its destination, was a symbolical of the power of the nation as a whole to put down any one section which aspired to dictate terms and rule the majority. The food taken out of the Docks was conveyed to Hyde Park which was utilised as the store and distributing centre for foodstuffs during the strike. Thereafter there were similar convoys almost daily, and each proceeded on its journey without hindrance. There was an occasional derisive comment, an occasional bitter word, but of organised hostility none at all. Most of the on-lookers professed a kind of cynical amusement. As for the troops themselves who acted as escort, they seemed to assume that cheerful philosophy, coupled with a desire to do the thing well and yet kindly, that has always been the characteristic of British soldiers.

CONVOY SYSTEM IN HOSTILE DISTRICTS.

Throughout the country generally food was distributed by means of motor lorries, and in a few districts where strikers showed a disposition to become hostile the convoy system was adopted, the escorts being in these instances provided by the police. The work of loading and unloading was done by volunteers. No praise can be too great to bestow on the men and women who did manifold duties in every conceivable direction in a spirit of patriotism in aid of the Government and for the good of the State. Through their efforts, for example, the number of trains rose from about 300 the day following the outbreak of the strike to 5,000 on the ninth day of the strike; and they also drove buses, and lorries, and acted as stokers at gas works and electric light and power stations, and stayed for twelve or more hours daily with the utmost cheerfulness and good-humour.

LITTLE BITTERNESS ENGENDERED.

Meanwhile there was growing dissatisfaction among the strikers with the policy of the Trades Union Congress, the General Council of which could not shut their eyes to the fact that unless they took steps to end the General Strike it would collapse. Peace moves were initiated, and in a surprisingly short time the

(Continued on next column.)

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.

W. R. LOXLEY & CO.,
SOLE AGENTS.



GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

Established 1914
Kelvinator
Electric Refrigeration

KELVINATOR supplies perfect automatic refrigeration to every home which has electric wiring. KELVINATOR maintains a constant dry cold, thus doing away with the messy drippings of melting ice and preventing the decay of food and the growth of harmful bacteria.

KELVINATOR supplies the home with all the ice needed, made in any size, and makes possible all those little frozen luxuries that help to make Hongkong tolerable in the Summer.

THERE IS A KELVINATOR TO FIT YOUR ICE CHEST.

CALL AT OUR OFFICE FOR A DEMONSTRATION.

Sole Agents for Hongkong & S. China:

HOLYOAK, MASSEY & CO., LTD.

ON SHOW AT

Messrs. Lane, Crawford's,
The Hongkong Electric's Showrooms,
The Hongkong and China Gas Co.'s Showrooms,

AND IN KOWLOON AT

The China Light and Power Co.'s Showrooms.

[L.P.B.]

[3517]

authors of all the mischief accepted the terms expressly laid down by the Prime Minister, and called the strike off unconditionally. By so doing they admitted that they were defeated, and that victory rested on the side of the Government backed up by the people of the United Kingdom as a whole. Looking back on what has happened, and considering the tremendous disruption of national life caused by the strike it is remarkable how little has been the bitterness engendered. It is a good augury for the future, and the feeling of the public is well expressed by His Majesty the King

in the message which he issued after the termination of the struggle:—

THE KING'S MESSAGE.

"Let us forget whatever elements of bitterness the events of the past few days may have created, only remembering how steady and how orderly the country has remained, though severely tested, and forthwith address ourselves to the task of bringing into being a peace which will be lasting because, forgetting the past, it looks only to the future with the hopefulness of a united people."—H.B.

Foamite Firefoam

THE MOST EFFECTIVE FIRE
EXTINGUISHER.

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THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

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ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

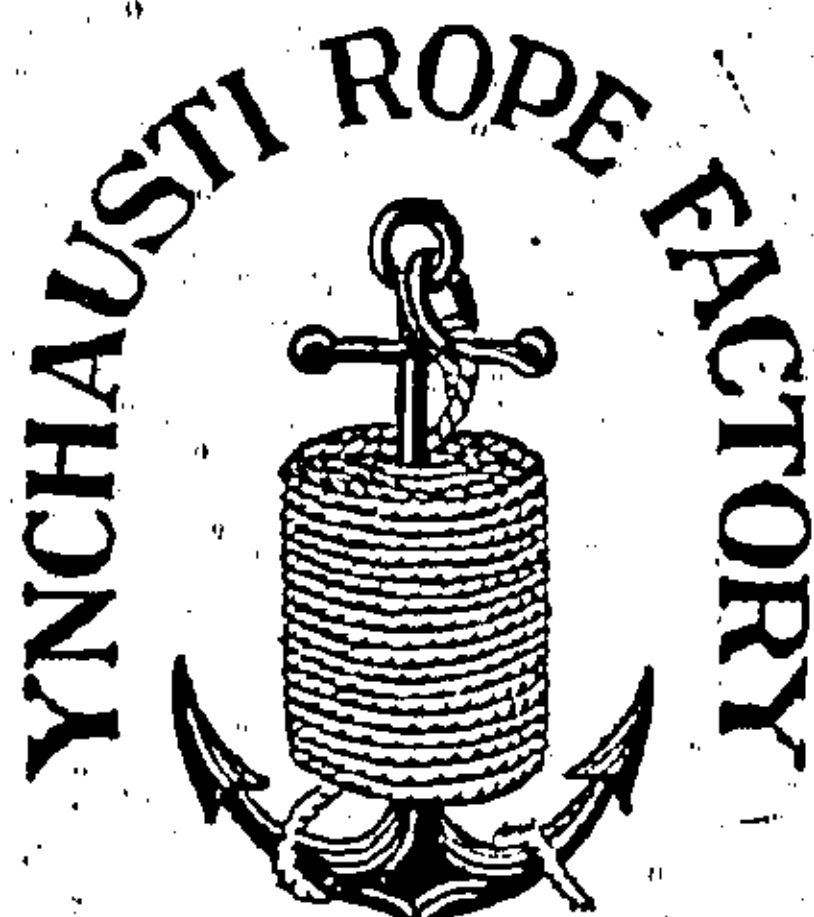
MARINE ROPE

TRANSMISSION
OF POWER ROPE

CABLE LAID
HAWERS

WELL DRILLING
CABLES

ESTABLISHED 1854



ROPES OF ALL
SIZES FOR ALL
PURPOSES

MADE FROM
PURE MANILA
HEMP

MANUFACTURED
BY THE MOST
MODERN
MACHINERY.

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES:—MANILA, P.I.
HONGKONG OFFICE:—KING'S BUILDING.
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REINFORCED OR PLAIN CENTRIFUGAL CONCRETE PIPES.

SPUN CEMENT PIPES OF AN IMPROVED TYPE
MADE LOCALLY BY A PATENT PROCESS.

In reply to numerous enquiries we beg to state that
a detailed price list is now being printed and will be
available very shortly.

HONGKONG ENGINEERING & CONSTRUCTION Co., Ltd.

St. George's Building, Chater Road, Hongkong.
Telephone: Central 4531 (two lines).

THE HONGKONG ILLUSTRATED WEEKLY.

A Copiously Illustrated Sunday Paper,
in English and Chinese,
will appear on SUNDAY NEXT.

Price:—10 cents per copy; \$5 per annum.

All who wish well to the increasing spirit
of co-operation between Foreigners and
Chinese should subscribe to this paper.

When you have read the English section,
hand the paper to your Chinese Staff.

Cheung Chow subscribers can have their
copies delivered at their Bungalows at 8.30
on Sunday mornings.

[A.P.B.]

[4559]

If you value
your health

Hence the necessity for a health-build-
ing medicine—one which will assist
the restoration of health and will build
up the system. Health-building is
greatly facilitated by the regular use
of Beecham's Pills.

A sound digestion and a perfect
assimilation are the foundations
of Good Health. You may have
these by taking

**BEECHAM'S
PILLS**

The days in which we live render
it more difficult to maintain a con-
dition of perfect health all the
time. The system gets 'run-down'
with rush and worries.

SPECIALS' FINE WORK.

ON DUTY EVERYWHERE.

PROTECTING THE PUBLIC IN
GREAT BRITAIN.

When the General Strike was declared
there were not wanting faint-hearted
pessimists who declared that the Govern-
ment would be powerless for want of help
in running the essential services of the
country, writes the *Daily Telegraph* on
May 14th. The railways, they said,
would stop for want of men having the
necessary experience to drive an engine,
or who had sufficient "nous" even to
collect tickets. Road transport also
would fail for lack of volunteers, and the
police would be unable to cope with the
emergency and preserve law and order.

The police have done uncommonly well
—splendidly, in fact—and they would be
the first to add that they have been as
splendidly helped by the special constable
all over the country. Those who remem-
ber the great war know how valiantly
and ungrudgingly the public were served
by these volunteer constables, who were
at their posts day and night in all cases
of difficulty and danger. Once again the
country has been in peril—this time, un-
fortunately, the enemy was within the
gates—and once more the specials respon-
ded eagerly to the call. The great
majority of the war-time men turned up
at their old posts, when not engaged on
other duties, and were gladly welcomed
by the authorities. Their numbers, con-
siderable though they were, were aug-
mented by fresh recruits, drawn from
men of all classes and occupations. Age
was no bar to enthusiasm and activity.
The Earl of Meath, the originator of
Empire Day movement, who is 85, was
sworn in as a special constable at Chert-
sey, and doubtless his example was
followed in other parts of the country
by men approaching the number of his
years. At the other end of the time
scale were hundreds of young fellows,
anxious and ready to play their special's
part in the great emergency.

IMMEDIATE RESPONSE TO THE
CALL

London in ordinary times is well sup-
plied with specials. It has the Metro-
politan Special Constabulary Reserve
and the Metropolitan Special Emergency
Constabulary, composed of patriotic
citizens who are willing to give their
spare time to helping the police in keep-
ing order and protecting the public.
There are in these forces at present about
25,000 men, but large as that number is,
it was held to be insufficient to meet the
difficulties occasioned by the General
Strike, and the Government determined
to establish the Civil Constabulary Re-
serve, a new force consisting of paid,
whole-time, sworn-in special constables,
organised in units, wearing plain clothes,
and supplied with armlets, steel helmets,
and truncheons. Territorial, O.T.C.
men, and ex-military men up to the age
of 50 years, were eligible. The response
was immediate and gratifying, and in
the course of a few days the 25,000 men
of the older special forces found their
numbers considerably increased.

The duties of the specials were almost
as many as those of the two kings of
Barataria. The specials were to be found
almost everywhere. Some of them were em-
ployed outside railway stations, with an
eye to the possible outbreak of distur-
bance; others were inside the stations
helping as best they could in the des-
patch of the greatly overcrowded trains.
The gates of factories and workshops
where the pickets and their friends were
in force were the objects of particular
attention. One or two specials accom-
panied every food lorry on its journey to
and fro. Most conspicuous, perhaps, was
the duty of guarding the rear-platforms of
the omnibuses which, in the face of op-
position amounting in some cases to
violence, appeared on the streets. The
evidence of danger was apparent in
boarded windows, in the barbed wire over
the bonnets, and in a few instances, in
the wire cage in which it was found
necessary to protect the driver, but the
specials stuck it bravely all through, as
cheerfully as though they had been con-
ducting a charabanc on a tour in the
country.

EFFECT ON THE STRIKERS.

There was a splendid example of quiet
persistence in the face of trouble. The
scheme by which they worked was extra-
ordinarily well planned, and as well car-
ried out in every detail. What the
public saw was a body of resolute men
who had determined that law and order
should be preserved at all costs, and
wonderfully was that object attained.
There can be no doubt that the mere pre-
sence of the specials at all points where
difficulty might occur, that the display
of a civil force which had seemed to
spring up miraculously in a single night,
had not only a steadying effect on the
frayed nerves of a tired public, but was
of distinct value in restraining the
strikers themselves, and keeping their
misguided enthusiasm, which might have
degenerated into violence, within bounds.
In many cases, in fact, the specials were
successful in saving the strikers from
themselves; in thousands of other cases
they were an assurance to the public that
law and order would prevail, and that
men and women might pursue their
ordinary avocations in peace.

GENERAL ACCIDENT FIRE AND LIFE INSURANCE COR- PORATION.

The following items are taken from the
Directors' Report of the above Company
for the year ending 31st December, 1925:
The net income from all sources
amounted to £2,923,968 8s. 9d.; the net
outgo to £2,437,745 13s. 6d., leaving a
balance of £486,223 10s. and after adding
£215,508 16s. to the various reserves.

There remained a credit of
profits and loss account, in-
cluding balance carried for-
ward from last year, a
balance of £417,846 11s. 7d.
Interim dividends of
2½% have been paid
on the preference
and 1½% on the
Ordinary Shares,
amounting, after
deduction of in-
come tax, to £54,235 5s. 2d.
It is proposed:
To pay a final
dividend of 2½%
(making 5% for
the year) on the
preference shares,
payable on May
1st, 1926, amount-
ing, after deduc-
tion of income
tax, to £4,939 6s. 8d.
To pay a final
dividend of 17½%
(making 31½% for
the year) on the
Ordinary Shares,
payable on May
1st, 1926, amount-
ing, after deduc-
tion of income
tax, to £37,488 11s. 7d.
To transfer to re-
serve for adjust-
ment of ex-
change £31,330 0s. 0d.
To transfer to
general reserve,
making that fund
£350,000 £15,967 12s. 2d.
And to transfer to
staff pension
fund £15,000 0s. 0d.
£202,520 15s. 7d.

Carrying forward a balance
of £15,325 5s. 0d.

The funds, as stated in the balance sheet
(including capital at call, £1,242,000),
now amount to £10,197,053 8s.

Your Directors are pleased to be able
to place before the shareholders so satis-
factory an account for the year 1925.
The year has been one of exceptional
development, the increase in premium in-
come being the largest in the history of
the Corporation.

The business shows continued progress
and satisfactory results in every part of
the world, whilst at home the very large
increase in motor business has placed the
Corporation in the position of being the
leading Motor Insurance Company in
this country. During the year the
shares of the General Life Company have
been acquired by the Corporation, and
the consolidation of the new connections
of that Company should reflect advan-
tageously on the future profits of the
Corporation.

The general reserve has been increased
by the premium on shares issued in
March of last year less expenses of issue,
and other special expenditure, including
the acquisition costs of the General Life
Company.

"Life.—The Corporation, having acquir-
ed 99 per cent. of the shares of the
General Life Assurance Company (as
stated in last year's report), the figures
of that Company are combined with those
of the Corporation in the following state-
ment referring to Life Business.

Marine.—The net premium income in
the Marine Department amounted to
£28,809 18s. 3d. as compared with
£28,167 6s. 1d. for the previous year.

Fire.—The net premium income in the
Fire Department amounted to £212,638
9s. 3d. as compared with £222,351 1s. 8d.
for the previous year. Losses paid and
outstanding amounted to 44.67 per cent.,
as compared with 44.41 per cent. for
1924.

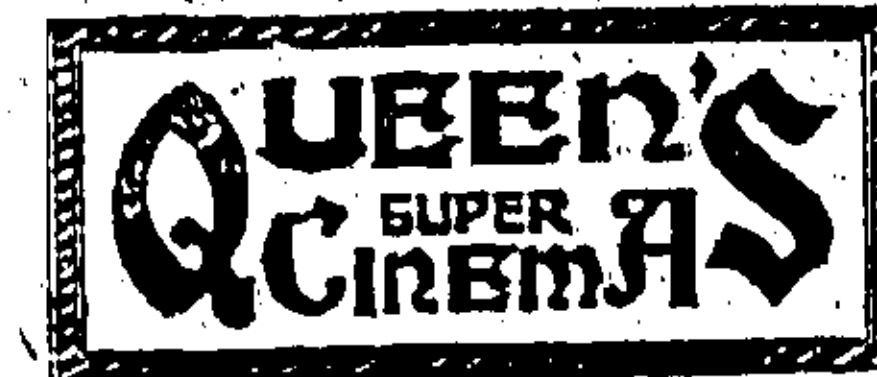
Accident and General.—The net pre-
mium income in the Accident and General
Department amounted to £5,693,360 8s.
9d. as compared with £4,783,953 18s. 6d.
for the previous year. Losses paid and
outstanding amounted to 60.18 per cent.,
as compared with 58.63 per cent. for
1924.

RUBBER MARKET.

The position of the rubber market
to-day is sketched by a home critic in
the following terms:—

The position in the rubber market is
very different to what it was a few
short months ago. In December, with
the price at four shillings a pound, we
all looked like making our fortunes.
Now it is under two shillings, and in-
vestors are more than ever convinced
that rubber is a funny thing to have
your money in. Even the experts are
at a loss to explain the drop, except to
say that the consumers must be over-
stocked. But one would have thought
that they could have seen this coming
six months ago.

Still rubber at two shillings is a use-
ful and paying proposition. We can
only hope that it stays like that and
that there will be no return to the pre-
restriction days, when the commodity
would not fetch the cost of production.



TO-DAY & TO-MORROW

A SENSATION!

That's the only word for it.

A picture such as never before has been seen.

Prehistoric monsters of 10,000,000 years ago
discovered by a pair of modern lovers in a world
never dreamed of.

Truly the strangest story of romance and
adventure since the world began.

THE

LOST WORLD

A FIRST NATIONAL SUPER-PRODUCTION

SIR ARTHUR CONAN DOYLE'S

STUPENDOUS STORY

WITH

BESSIE LOVE,
LEWIS STONE,
WALLACE BEERY

AND

LLOYD HUGHES.

USUAL TIMES AND PRICES.

THE STAR

TO-DAY At 5.30 & 8.15

JOHNNY HINE'S

"LITTLE JOHNNY JONES"

THE WORLD

TO-DAY At 5.15 & 9.15

CARL LAEMMLE

"HIS PEOPLE"

THE MAN WHO LIES DOWN IN BUSINESS.

DESERVES TO GET RUN OVER.

VICAR OF BLACKPOOL'S OPINION
ON ADVERTISING.

The vicar of Blackpool, the Rev. A. R.
W. Little, preaching the special Con-
vention sermon at the British Advertising
Convention held in Blackpool, said in an
age like this, when to preserve a digni-
fied silence or to talk in whispers was
about as useful for all practical pur-
poses as burying one's talent in a napkin,
it was the duty of all Christian men to
see that their religion was brought before
the eyes of all men.

Advertising, the preacher continued,
was a science, inasmuch as it implied a
thorough study of psychology, and it
was an art, because artists had strong
motives for employing their best skill in
it—it was the art of arresting attention
and of telling men where best to get
what most they wanted. The advertiser
must, he urged, strike the right note and
get hold of the right thing to advertise;
the article must be what it professed to
be, and must be something that mankind
ought to need. There was a dignity in
advertising, and if this were remembered
more, advertising would become even
a greater power, than at present.
This dignity could be maintained, and if
it were, it would do more than anything
else to close the mouths of those who
spoke in derision or disparagement of
something which had helped as much as
anything else to build up the big busi-
ness houses of to-day and had caused
small businesses to come into being. "In
this dear old country," declared the
vicar, "we cannot afford to stand still;
if we do stand still, we may be tempted
to lie down. The man who lies down in
business deserves to get run over.
Successful men are such because they
have been a little more exact, a little
more industrious, a little more enthusias-
tic—in a word, a little more alive—than
others."

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, June 12th.

Paris	1684
Brussels	1684
Amsterdam	12.11 1/2
Berlin	20.43 1/2
Copenhagen	18.32 1/2
Vienna	34.46 1/2
Helsingfors	193 1/2
Lisbon	2.17 1/2
Buenos Aires	45.3 1/2
Shanghai	2 1/2
Yokohama	1 10 1/2
New York	4.68 1/2
Geneva	25.13
Milan	133 1/2
Stockholm	18.17 1/2
Oslo	21.82 1/2
Prague	164.3 1/2
Madrid	31.02 1/2
Rio	7.19 1/2
Bombay	1.29 1/2
Hongkong	2 1/2
Silver (spot & forward)	30 1/2

HONGKONG STOCK EXCHANGE CLOSING QUOTATIONS.

June 14th, 1926.

Hongkong Bank	\$1,110 buy.
Do.	2181 nom.
Chartered Bank	2204 nom.
Mercantile Bank, A. & B.	2134 nom.
Do.	2134 nom.
P. & O. Bank	2134 nom.
East Asia Bank	2134 nom.
Canton Insurance	\$800 buy.
China Underwriters	\$1,900 buy.
North China Insurance	114.145 nom.
Union Insurance	\$374 buy.
Yangtze Insurance	\$374 buy.
China Fire Insurance	\$155 buy.
Hongkong Fire Insurance	\$375 buy.
Douglases	\$344 nom.
H.K. & U.M. Steamboats	\$352 buy.
Hongkong Tugs	\$24 sel.
Indo-China (Prod.)	\$240 nom.
Do.	\$44 nom.
Star Transport	\$24 buy.
Star Ferry	\$24 buy.
Waterboat	\$24 nom.
China Sugars	\$244 nom.
Malayan Sugars	\$34 nom.
Bangue	\$11 buy.
Kailash Mining Ad.	\$41 buy.
Langkai (combined)	114.23 sel.
Do. (single)	114.124 buy.
Shanghai Explorations	114.84 nom.
Shanghai Loans	114.7 nom.
Rand	\$5 nom.
Trompsburg Mines	\$5 nom.
Ural Caspian	\$5 nom.
H.K. & K. Wharves	\$123 nom.
H.K. & W. Docks	\$55 nom.
Hongkows	114.175 buy.
New Engineering	114.590 nom.
Shanghai Docks	114.104 buy.
H.K. & S. Hotels	\$104 buy.
Hongkong Land	\$54 nom.
Hongkong Realty	\$54 nom.
H.K. Territorials	\$5 nom.
H.K. Developments	\$5 nom.
Humphreys Estates	\$124 buy.
Prince's Buildings	\$85 nom.
Kwai Land	\$7 nom.
Biu Cottons	114.94 buy.
Oriental	114.280 nom.
Shanghai Cottons (old)	114.53 nom.
Do. (new)	114.28 nom.
China Bases	114.1090 nom.
Hongkong Tramways	\$25.10 buy.
Peak Tram (old)	\$124 buy.
Do. (new)	\$7.20 buy.
Singapore Traction	\$5 nom.
Taxis	\$4 sel.
Amusements	\$114 nom.
Canton Ice	\$74 nom.
Cementa (combined)	\$14.10 buy.
Do. (old)	\$15 nom.
Do. (new)	\$3 nom.
China Lighta (combined)	\$12 buy.
Do. (old)	\$142 buy.
Do. (new)	\$10.15 buy.
China Providents	\$4 buy.
Constructions	\$24 nom.
Dairy Farms	\$19 sel.
De. & W. Wines	\$7 sel.
Hongkong Electric	\$47 buy.
Macao Electric	\$40 nom.
H.K. Ropes (combined)	\$30 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Lane Crawford	\$24 nom.
Mackintosh	\$114 nom.
Sinners	\$11 nom.
United Asbestos	\$20 nom.
Watsons (old)	\$124 nom.
Wm. Powell	\$5 sel.

buy—buyers; sel.—sellers; sa.—sales; nom.—nominal.

MORLEY'S INDIA GAUZE VESTS

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CLOSED FRONTS, quarter sleeves, no buttons.
BUTTON FRONTS, half sleeves, open fronts.

Sizes 38 to 46 inches chest measurement. \$2.00 each.

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Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

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ASSURANCE CORPORATION, LTD. By Appointment

FOR A SINGLE PAYMENT!

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Steamship Insurance.

Valid throughout the World.

Obtainable By the Single Payment of an
Exceptionally Reasonable Premium.

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1A, CATER ROAD (3RD FLOOR).

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Sole Importers

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HONGKONG AND SOUTH CHINA.)

"BUT-A GOOD CIGAR IS A SMOKE"
The Finest Quality and the Freshest in Hongkong

22, DES VOEUX ROAD (OPPOSITE THE P. & O. BUILDING).

JUST ARRIVED.

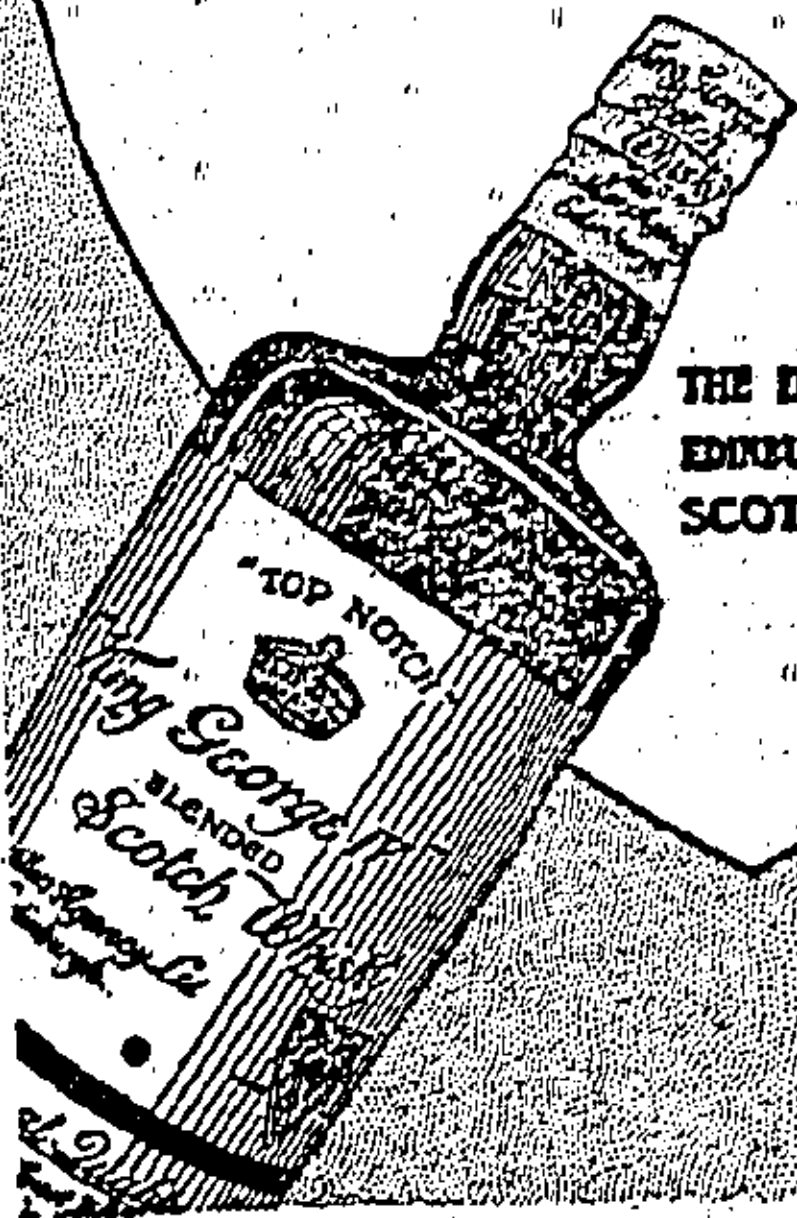
JAMBONNEAUX OLIDA	\$2.50	Ts.
PATE DE FOIE GRAS TRUFFE	0.90	
DO.	1.40	
DO.	2.00	
DO.	3.50	
POURRE DE FOIE GRAS ASSORTED	0.45	
SAUCISSES TRUFFE	1.50	
ANDOUILLETES	0.70	
BOUDIN NOIR	0.70	
SAUCISSES WITH CABBAGE	0.80	
SAUCISSES AU LENTILLES	0.80	
DO. DE FRANCFORT	1.30	
DO. AUX TOMATES	0.80	
VIENNA SAUSAGES	0.28	
DO.	0.56	

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Malt and other Scotch Whiskies, matured
in Seasoned Wood.



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HONGKONG.

THE "PIRACY" CASE. JUDGMENT AT THE SUPREME COURT.

SEQUEL TO AN "ARRANGED PIRACY."

At the Supreme Court yesterday, Sir Henry Gollan, the Chief Justice, gave judgment in the case in which the Wing Yuen firm, exporters, claimed \$4,117 damages from Li Kwong for breach of agreement to carry goods from Hongkong to Hoiping (Kwangtung) in which it was alleged that an "arranged" piracy accounted for the loss of a valuable cargo.

His Lordship held that the onus of proving that plaintiff had been the victim of a piracy was on the defendant. There were discrepancies in the evidence for the defence, and defendant's wife, who was on the junk, had emphatically declared that she knew nothing about the piracy.

Judgment was given in favour of the plaintiff firm for \$3,000. Plaintiffs also claimed \$290, which they had handed to the defendant to pay freight and Customs dues. His Lordship held that they could not claim the return of this sum.

THE JUDGMENT.

In delivering judgment, His Lordship said the plaintiffs were a firm of general exporters, and they alleged that on September 10th, 1925, they loaded on a junk owned by defendant, certain goods to be shipped from Hongkong to Hoiping in the Kwangtung Province, but defendant failed to deliver the goods.

It was admitted by the defendant that the goods were received on the junk, that they were lost, and the freight had been paid in advance. The freight and Customs's dues amounted to \$290. Plaintiffs further alleged that it was a term of the contract between them and the defendant, that they should receive notice of the day of the sailing of the junk, so that they might insure the goods. By reason of such notice not having been given, plaintiffs were unable to effect such insurance and thereby sustained damage.

TWO MAIN DEFENCES.

Two main defences had been raised to the plaintiff's claim. Defendant denied that he was the owner of the junk. He also asserted that the junk was attacked by pirates, and that plaintiffs' goods, as well as those belonging to other shippers, were carried off by them, and he was therefore not liable for the loss of the goods. A further defence was raised that the junk was of Chinese nationality and that by the law of China, shipowners were freed from responsibility for the acts of pirates. No evidence as to the law of China was given on behalf of the defendant, and he (His Lordship) held that the law applicable to the case was the law of England.

DEFENDANT'S CONTENTION.

His Lordship, continuing, dealt with the evidence by the defendant and the witnesses for the defence. Defendant had said that he was not the owner of the junk, but the shippers who had shipped the cargo said that he informed them that he was the owner. Defendant claimed that the junk had been wrecked two years ago, and that he transferred it to his father. His father had not been called to give evidence, it being stated that he was held to ransom by the pirates.

His Lordship found no reason to disbelieve that the defendant told the plaintiffs and the other shippers that he was the owner of the junk. He considered that the defendant contracted with the plaintiffs as owner of the junk.

NOT AN ACT OF GOD'S.

According to the law, the defendant was responsible for the non-delivery of the goods unless he could bring himself within the well-known common law exceptions (a) acts of God, or (b) the King's enemies. No question of the first exception arose, but the defendant alleged that while he was on his way he was attacked and captured by pirates, that they took forcible possession of the cargo on the junk, and that consequently he was protected by the second exception.

SERIOUS DISCREPANCIES.

In connection with the piracy, defendant had said that the cargo was removed in a number of dinghies, and that his father was taken away by the pirates. A member of the crew corroborated the defendant's story in its main features, but there were some serious discrepancies between them. The evidence of another member of the crew was also contradictory.

AN UNACCEPTED EXPLANATION.

Defendant's wife, who was on board the junk at the time was also called. She said that she was in the hold of the junk for three days with her parents-in-law and her little daughter. She knew nothing

(Continued on next column.)

SNATCHERS SENTENCED. EUROPEAN LADIES AS COMPLAINANTS.

Before Mr. R. E. Lindsell, at the Central Magistracy yesterday, a Chinese, charged on two counts, with snatching bags from European ladies, was sentenced to six months' hard labour on each charge, and ordered 24 strokes with the birch.

Mrs. S. H. E. Blackett, Secretary of the Simplex Plaster Co., Ltd., said that whilst she was walking through the Cathedral compound from Garden Road on Thursday afternoon, a silver bag which she carried in her hand, was suddenly wrenched from her grasp. She turned to see a Chinese hastening around the Cathedral, and followed, but soon lost sight of him. She identified the prisoner as the man whom she had seen near the Cathedral.

Defendant was soon afterwards arrested by a Chinese detective and the bag was found in his possession. A handkerchief with the initial "D" was also found on him.

Mrs. Donald, of No. 10, Knutsford Terrace, identified the handkerchief as her property. She said that it was in a handbag snatched from her at Battery Path on June 2nd.

Defendant pleaded that he had picked up the bag in Lee House Street, and the handkerchief in Garden Road.

In passing sentence, His Worship remarked: "You are always picking up things apparently."

KOWLOON CASE.

A Chinese was similarly charged before Mr. J. H. B. Nihil at the Kowloon Magistracy. He pleaded guilty.

The complainant was Mrs. J. S. Gill, of the Kowloon Post Office. When defendant attempted to snatch her handbag, she struggled with him, and a fireman from the Brigade Station came to her aid and caught the thief.

Defendant was sentenced to 6 months' imprisonment and ordered 12 strokes with the birch.

On another charge of returning from banishment, he was given a further six months.

MORE SNATCHING.

Another case of bag snatching occurred on Sunday, when the victim was Mrs. Gandall, of 3, Morrison Gap Road. She reported to the police that while she was waiting for a tram-car by the Civil Service Club, a Chinese snatched her handbag. The bag contained a purse in which was 60 cents in money, and a pair of gold-rimmed spectacles, valued at \$45. The total value of the haul was \$47.

TELL-TALE PAWN TICKETS. A CLEVER THIEF CAUGHT AT LAST.

At the Central Magistracy yesterday, sentence was postponed until to-day in the case of a Chinese who was found guilty of having committed several larcenies in the Colony.

There were no fewer than thirteen persons as complainants, amongst them being Mr. Kelly Sayce, of No. 16, Queen's Road, Central, who identified a watch and chain as his property. He had missed them in the early morning of April 10th. Other complainants identified some bundles of clothing and articles of jewellery.

The police raided defendant's quarters at Cheung King Street and over forty pawn tickets were found in his possession. The property was later recovered from several pawnshops. Among other things found on him were a fountain pen, on the small end of which there was a small bulb. The instrument, in reality, was a torch which lit up on pressing the pocket grip. He also had a pick-lock and several small keys.

about pirates seizing the junk nor that the cargo had been unloaded. She later went on deck, and saw nothing being done to the cargo.

Counsel for the defence, continued His Lordship, frankly admitted that he could not account for the evidence given, and suggested that it was due to fear. His Lordship could not see how he could accept that explanation.

PLEA NOT SATISFACTORY.

It was obvious that owing to the conditions prevailing on the neighbouring coasts of China, the defence that the vessel had been seized by pirates, was certainly a most difficult one for plaintiffs to meet. But such a defence would have to be clearly established.

After careful consideration of the evidence adduced by the defendant in support of his plea that the loss of plaintiffs' goods on the junk was due to piratical action, His Lordship said that he had come to the conclusion that the plea had not been made out to his satisfaction, and that therefore the defence failed.

The goods were valued at \$3,766.73 and he found in favour of plaintiffs for that amount with costs.

Plaintiffs also claimed \$290 which had been paid to the defendant for freight. His Lordship considered that the part of the freight paid was payable in advance and was therefore not recoverable.

Mr. H. G. Sheldon appeared for the plaintiff firm, and Mr. H. Somerset Fitzroy represented the defendant.

PARADES WITH A PURPOSE.

DRAGON BOAT FESTIVAL IN CANTON AND HONGKONG.

"DANCING LIONS" AND A BEAUTY CHORUS.

[FROM OUR CHINESE CORRESPONDENT.]

The Dragon Boat festival in Canton yesterday was made the occasion of a public holiday, and the Kuomintang and all its subsidiary groups joined in organising parades. It was thought that these parades also might be utilised as a means for securing some publicity for the sale of war bonds.

It was stated that over a hundred dragon boats of varying sizes—some said to be 200 feet long—would take part in the regatta. For the parades on land there were a golden and silver dragon, fancy dress riders on Chinese ponies, "dancing lions" and advertising displays of home made articles and country farm products. Canton is nothing if not progressive these days and therefore the Actresses Union furnished "a beauty chorus" some of the most popular stars of the Canton, Hongkong and Macao stage taking part. Military bands as well as Chinese orchestras were announced to take part in the procession.

According to a Kuomintang announcement 1,700 different organisations would take part in the parade which it was anticipated would comprise some 135,000 people. Banners and gold and silver medals were offered as awards for those assisting. In the evening there were to be fire work displays at the Water Melon Garden, Tien-tze Wharf and Liebo Bay.

HONGKONG'S FESTIVAL.

The festival in Hongkong was quietly celebrated, most of the shops remaining open part of the day. The work-shops, however, especially those employing union men, entirely suspended business; and the knitting factories in Mongkok and the ration workshops in Shamshui, Wancha, and Yaumati closed down for the day.

Printers throughout the city took a holiday, and therefore, there will be no Chinese newspapers circulated this morning.

A few dragon boats were seen at Aberdeen and Shaikwan, where there are large communities of junk population.

ELECTRICAL POWER FOR FACTORIES.

The workers of the Canton Electricity Supply Company have agreed to obey the order of the Canton Municipality to supply power again to many knitting and other factories. As these factories previously refused the demand of the Electrical Workers' Union for contributions to the Union budget their electricity was cut off. This led to over 13,000 people being thrown out of work.

UNHAPPY FATSHAN.

During the first nine days of Jung Fatshan was subjected to three bandit raids during which 13 people were kidnapped for ransom. The total loss in valuables has still to be calculated. Now the residents are again petitioning the Kuomintang to allow them to organise Volunteer Defence Corps. Before these defence corps were disbanded Fatshan was considered a very peaceful place in which to live.

GUARDING AGAINST REVOLT.

To guard against any possible revolt in Canton during the absence of many troops at the front, the Kuomintang has divided the City into 23 districts and has placed each district under a special commissioner who has been ordered to "round up" all suspected persons. A special appropriation of \$500,000 has been made to cover expenditure in this direction during June and July.

CANTON CHRISTIAN COLLEGE.

The Canton Christian College authorities have at last advised the Kuomintang Executive Committee that they will re-admit the three expelled students pending further investigation of the case. The controversy over these students, who were accused of being Bolsheviks, developed to such an extent that the College decided to call its Associate-President, Prof. Chung Wing Kwong home from his travels in North and South America. Prof. Chung arrived in Canton only a week ago and his first action seems to have been directed towards effecting a reconciliation between the disputing parties.

(Continued on next column.)

ECHO OF CRUISER ARMS CASE.

JUNK-MASTER ALLEGES THREATS.

BOATMEN FOUND "NOT GUILTY" OF DETENTION.

The hearing of the case in which three boatmen were charged with detaining a junk-master, for ransom, was concluded at the Kowloon Magistracy yesterday afternoon, before Mr. J. H. B. Nihil.

It will be recalled that when the case came up last week the defendants alleged that the complainant was the receiver of the arms stolen from the Chinese cruiser, *Kwang Ching*, while she was in Hongkong harbour.

Some months ago a member of the cruiser's crew was sentenced to one month's hard labour in connection with the theft.

Inspector Pincott prosecuted and Mr. A. J. O'Donoghue appeared for the defence.

Opening the case, Inspector Pincott said the three defendants boarded the complainant's junk at Yaumati on May 27th and demanded \$250, stating that he had been involved in an arms deal. They threatened to have him arrested if he did not "pay up," and subsequently took him to a house at 31, Portland Street, where he was detained. The complainant sent for money, but failed to get any. On the following day he was taken from 31, Portland Street, to No. 28, where he was left in charge of a woman, who later heard that the three defendants had been arrested on the information of complainant's niece. Complainant was then released.

Complainant, giving evidence, corroborated this statement.

Mr. O'Donoghue, on behalf of the defendants, submitted that there was no evidence of complainant being compelled to leave his junk, or that he had been "imprisoned." He was merely looked after by the defendants.

Following discussion, His Worship requested Mr. O'Donoghue to proceed with the cross-examination of complainant.

In reply to questions, witness said he was threatened that if he did not produce money he would be given in charge for dealing in arms. He denied that he was involved in the *Kwang Ching* arms case.

After further cross-examination, His Worship found defendants not guilty and discharged them.

COST OF A UNIVERSITY EDUCATION.

A call has been made for a reduction in the expenses of the Kuomintang University. The Institution costs some \$65,000 a month. According to Kuomintang figures a student of the collegiate grade costs \$1,000 annually and a preparatory student, \$500 to \$700. The University is practically free, the students paying only nominal fees.

OTHER ITEMS.

Mr. Leung Pui Kee and Mr. Ma Pak Nin, who made a second trip to Hongkong to invite Hongkong Chinese to take part in the Dragon Boat festival, returned to Canton yesterday morning.

The Kuomintang state that the local troops in West Hunan, under Garrison Commander Ho Lung, have recently surrendered to the Kuomintang.

ANOTHER PIRACY.

The S.L. *Kam Chong*, plying between Canton and the town of Pingti and others further west of the Canton Harbour limit, was pirated on June 11th just outside Canton Harbour. This launch has been responsible for the supply of numerous piculs of vegetables from towns near Canton to Hongkong daily through the Hongkong-Canton British steamers. For some time past she has left Wong-chok-ki early every morning with supplies.

DISTINGUISHED ABSENTEES.

The absence of Mr. T. V. Soong, Kuomintang Minister of Finance, a brother-in-law of the late Dr. Sun Yat Sen, from his duties during the last few days, "because of a desire to have a little rest," has created no little suspicion, some fearing that he had to leave Canton like Mr. Hu Han Min, Mr. Wang Ching Wei, Dr. C. C. Wu, and other Kuomintang leaders, who were unable to co-operate with General Chiang Kai Shek, the dictator of the Kuomintang. Mr. Soong, who has been extremely busy lately in raising funds for the proposed Northern Expedition, is also one of the three Kuomintang commissioners especially appointed to open conversations with Hongkong to end the boycott. Mr. Soong was in Hongkong early this year visiting some of the local officials with a view to settling the suggestion that he should again visit Hongkong with reference to the subject. Others with Mr. Soong on the special commission are Mr. Eugene Chen and Mr. Chan Kung Pok, Foreign Minister and Labour Commissioner, respectively, of the Kuomintang in Canton.

RECEPTION TO NEW BISHOP.

CATHOLIC COMMUNITY HONOUR RT. REV.
MONSIGNOR VALTORTA.

ADDRESSES OF WELCOME IN ELEVEN LANGUAGES.

H.E. THE GOVERNOR PRESENT.

It was a thoroughly cosmopolitan audience which literally packed the Theatre Royal yesterday evening on the occasion of the reception given in honour of the Right Reverend Monsignor Valtorta, Bishop of Leros and Vicar-Apostolic of Hongkong, to whom a casket containing addresses of welcome in eleven different languages was presented.

In addition to the new Bishop, other Prelates and H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), members of the Executive and Legislative Councils were present; also Consular representatives of Catholic countries and of various Catholic religious establishments in the Colony and Macao; while in the body of the Theatre, schools conducted under Catholic auspices and convents were represented, the remainder of the hall being occupied by the general public.

Lady Clementi and the wives of Consuls and members of the Councils were accommodated in specially reserved seats in the centre of the dress circle.

Shortly after 8.30 the Vicar Apostolic took his seat on the stage, being accompanied by His Grace Archbishop Constantini (the Papal Delegate at Peking), and the Bishops of Macao and Canton, the band of the Silesian Institute playing the Papal Hymn as they entered.

H.E. the Governor arrived shortly afterwards, but prior to entering the theatre he inspected the guard of honour formed by the St. Joseph's College Troop of Boy Scouts, paraded outside the building. His Excellency was accompanied by Capt. C. H. Steele (A.D.C.), Capt. H. B. L. Dowbiggin (H.K.V.D.C.) and Capt. B. L. Forster (Private Secretary) and as he took his place next to Monsignor Valtorta, the band played the National Anthem.

Others present included the Hon. Mr. W. T. Southern (Colonial Secretary), the Hon. Mr. J. H. Kemp (Attorney-General), the Hon. Mr. E. R. Hallifax, the Hon. Mr. H. T. Cressy (Director of Public Works), the Hon. Mr. H. W. Bird, the Hon. Mr. A. O. Lang, Sir Shou Son Chow, Mr. Justice Wood, Professor L. Forster, Dr. W. V. M. Koch, and Mr. Choa Po Sien and Mr. H. Dixon (god-fathers of the new Vicar Apostolic).

Among the representatives of religious bodies were the Rev. Father G. M. Spada (pro-Vicar Apostolic), Brother Almar (Director of St. Joseph's College), Father Reval, Father Lucien, Father Riganti and other. Senior A. L. Cerveira de Albuquerque (Consul-General for Portugal in Hongkong) was representing H.E. the Governor of Macao, who was unavoidably absent.

The Consular representatives of Portugal, France, Italy, Belgium, Germany, Costa Rica, Guatemala, Nicaragua and others were also present. Among those on the platform were Mr. E. V. M. H. da Sousa, Mr. J. M. Alves, Mr. Leo d'Almada, and Mr. J. P. Braga.

THE PRESIDENT'S SPEECH.

The President of the General Committee, Mr. C. A. da Rosa, who opened the proceedings with an appropriate speech, said: Before proceeding to the business which has brought us together, I wish, on behalf of the Committee, to thank our guests who have honoured us by accepting our invitations and those members of the Catholic community who have endorsed our action by their presence here this afternoon.

The succession of a new Vicar Apostolic is usually followed by a number of more or less ceremonial visits and functions which serve to introduce him in his new capacity to worshippers at different churches and to enable different sections of the Catholic community to offer him their homage and congratulations.

Some weeks ago, when it was known that His Holiness the Pope had elected Monsignor Valtorta to succeed the late Bishop Pozzoni, of beloved memory, it was, very properly, resolved that in addition to any sectional or subsidiary functions organized in His Lordship's honour, there should be one to comprehend the whole Catholic community, and this would, therefore, necessarily be international in character.

This resolution has been made effective to-day in this place, where there are representatives of eleven nationalities all of whom are inspired by the same desire to offer His Lordship a public welcome.

UNIVERSITY OF THE CHURCH.

Nowadays the world is in travail with the endeavour to bring forth some scheme for promoting friendship between man and man and concord among nations. Such endeavour merits the sympathy of all men of good will and should surely find an echo in the hearts of Catholics in whose Church is found unity of thought, unity of purpose, unity of action and where charity between nations is more fully achieved than elsewhere by her children of many races kneeling side by side in worship. And so, incidentally, this function to-day is a minor example of the universality of the church in which His Lordship has been raised to the highest order.

We are deeply grateful to Your Lordship for accepting our invitation to-day; we rejoice that an opportunity has been given to us dutiful children of the Catholic Church to render, our respectful homage to you whose life work has been and will continue to be amongst us.

Although, any choice of His Holiness the Pope, in his wisdom, for the succession to the Vicariate of Hongkong would have been received with gratitude, we rejoice that the Holy Father's nomination should have fallen to a priest who has so zealously laboured amongst us for many years and we offer Your Lordship our sincere felicitations on your elevation to the episcopate.

Your Excellency, your presence here this afternoon confers upon the Catholic community of Hongkong an honour which we shall not lightly forget; we thank you for your participation in this function in honour of our Bishop which is evidence, if evidence were needed, of the active and sympathetic interest, which Your Excellency and Lady Clementi take in all sections of this Colony which is so fortunate as to be within your jurisdiction. (Applause.)

Your Grace, we are privileged by your presence to-day and we recall with pleasure your previous visit to this Colony. If I may venture to say so, we regard the presence of Your Grace, the personal representative of the Holy Father, not only as a compliment to Monsignor Valtorta, but also as evidence of your paternal consideration for the Catholics of Hongkong. (Applause.)

To Your Lordships, Monsignor Nunes, and Monsignor Fourquet we, the Catholics of Hongkong, join with Monsignor Valtorta in extending a hearty and respectful welcome. (Applause.)

On behalf of the Committee, over which I have the honour to preside, I have also to thank Mr. Cerveira de Albuquerque who is here in a special capacity as representative of H.E. the Governor of Macao, and the other distinguished guests around us, this afternoon for their presence at this function. (Applause.)

Monsignor Valtorta, on behalf of the Catholics of Hongkong, I beg Your Lordship to accept this box containing the addresses which my colleagues will presently read. (Applause.)

ADDRESSES OF WELCOME.

Following the presentation of the casket containing the addresses of welcome, copies of them were read in the languages, in which they were worded. The text of these were given in the programmes provided, and the English address, read by Mr. G. P. de MARTIN (Secretary of the General Committee), was as under:

To the Right Reverend Monsignor Valtorta Bishop of Leros and Vicar Apostolic of Hongkong.

Sir,—On behalf of the Catholic community we have to thank Your Lordship for permission to offer you a public welcome on the occasion of your succession to the Vicariate Apostolic of Hongkong.

As Catholic laymen we cannot but be conscious of the very solemn responsibility which has been laid upon you nor are we unmindful of your own deep sense of this responsibility.

For this reason, though we are grateful for the Holy Father's recognition of your devoted labours in this Vicariate, congratulation is not the prime motive of this address, and we know that you would not wish it to be so.

We are asking you rather to receive our humble recognition of the spiritual obedience we owe to you as our Bishop. Some of us have known you for a long time; you have been our friend; we have respected you as a devoted priest. To this affection and this respect we now rejoice to add our loyal obedience to the head of the Catholic community in this Colony.

That you may long have strength to labour for the Church of God and the glory of His Holy Name is our heartfelt wish and prayer.—We are, Sir,—On behalf of the Catholic community, Your Lordship's faithful servants.

The remaining addresses were read by the following gentlemen.—Chinese, Mr. Simon Tse Yan (substituting his father Chevalier Francisco Tse Yat); Portuguese, Mr. F. P. de Vasconcellos Soares; Italian, Mr. Ugo Gonella; French, Mr. L. H. Salzani; Spanish, Mr. L. B. Hildebrand; German, Mr. H. Amman; Japanese, Mr. Hachiuma Senzo; Dutch, Mr. H. W. Hendricksen; Austrian, Baron A. Braun, Annamite, Mr. C. Van Leo.

OTHER SPEAKERS.

The Bishop of Macao, who spoke in Portuguese, referred to his work with the Portuguese in Macao, and said he was sure that the Portuguese in Hongkong, who formed the greater part of the Catholic community in this Colony would respect and encourage by their assistance their new Bishop in his work among them.

(Continued on next column).

CHINESE MISSION TO LEPERS.

ACTIVITIES OF REV. T. C. WU.

The Rev. T. C. Wu, M.A., B.D., General Secretary of the Chinese Mission to Lepers, Shanghai, has had a busy time since his arrival in the Colony last Saturday.

On Sunday, as reported yesterday, he addressed three large Chinese gatherings. The Rev. T. C. Wu, yesterday morning, addressed the boys of St. Stephen's College; and this morning at 8.50 o'clock, he will address the girls of the St. Stephen's College at Lyttleton Road. According to Mr. Wu, students in other parts of China have taken an interest in the mission by giving frequent entertainments and engaging in activities, through which money is raised towards this good work.

When in Swatow last month, the Rev. Mr. Wu succeeded in getting the residents there to form a branch of the Mission, so as to do something for the lepers in that port and neighbourhood. A meeting of Hongkong Chinese interested in the support of the Chinese Mission to the Lepers will be held in the Chinese Y.W.C.A. at Caine Road, on the 16th, at 8 o'clock in the evening and a general invitation to the public to attend is being extended.

The Rev. Mr. Wu's programme for the rest of the week is as follows:—Wednesday, 16th, 8.50 a.m.—St. Paul's Girls' College. 8 p.m.—General Meeting at Chinese Y.W.C.A.—Thursday, 17th, 9 a.m.—Ying Wah Girls' College.

Friday, 18th, 11 a.m.—Wah Yan School. Sunday, 19th, noon.—Chinese Baptist Church, Caine Road.

The PAPI DELEGATE, speaking in Latin, expressed his pleasure at the appointment of Father Valtorta as Bishop and Vicar Apostolic. He had known Father Valtorta as a missionary, and realised the splendid work he had accomplished. It was with much gratification he introduced him as the pastor to his flock and his flock to their pastor.

THE BISHOP'S REPLY.

Replying, Bishop Valtorta said he was deeply touched by the manifestations of Catholic loyalty displayed that evening. He could not express in words the confusion he felt at appearing before them as the successor of the late Bishop Pozzoni, and wished that someone else had been in his place. He asked for their indulgent sympathy in his shortcomings. Whatever service he could do for them he would. The speaker referred to the work of peace and love which he was engaged in, and said that although he was a Bishop he would never forget that he was a missionary who had come to China to preach Christ to his fellow men. He asked for the co-operation of Catholics in preaching the gospel in Hongkong.

In conclusion, the Bishop said he firmly hoped, and felt certain that they would have British Jesuits soon to help them in the work (applause.)

HIS EXCELLENCY'S ADMIRATION.

H.E. the Governor said he was reluctant to leave the hall without expressing his admiration to Bishop Valtorta for the work he had already done in the Colony as a priest, and to wish him every success in the duties of the life he had before him.

He wished also to say that, as Governor of Hongkong, he would regard it as a pleasure and a privilege to co-operate with Father Valtorta in everything which tended to the welfare of the Colony. (Applause.)

This concluded the reception, the assembly immediately dispersing.

COMMITTEES.

The General Committee responsible for the organization of the reception were as under:—President, C. A. da Rosa; Secretary, G. P. de Martin; L. Baines, W. J. Carroll, Lieut. Dennis F. Campbell, Surg. Lieut. Cusack, Captain Chamberlain, A.O.C. Lieut. Cubbold, F. E. Dillon, Henry Dixon, T. W. Doyle, G. K. Dugan, J. P. Fehily, Captain Haig, F. Reynolds Jones, C. P. Martell, H. M. namara, G. McCarthy, T. Murphy, A. J. O'Donoghue, Captain O'Leary, Surg. Lieut. Quinn, J. P. Sherry, Lieut. Commander Sankley, A. J. Wheelton, Francisco Tse Yat, Robert Choa, Li Yat Chai, Ling Kee, J. S. Shek, Choa Po Sien, Leung Tun Sheung, Andrew Tse, P. Tui, Tso Chak Wan, Simon Tse Yan, Januario D'Almada, A. A. Alves, C. M. S. Alves, J. L. de Sclavia Alves, J. M. Alves, F. Barnes, B. de Castro Basto, J. M. de Castro Basto, J. P. Braga, Leo D'Almada e Castro, F. M. P. da Grae, A. L. Gutierrez, D. P. J. Lopes, F. L. Marques, A. F. B. Silva-Netto, J. M. Noronha, A. F. Osmund, Dr. Ozorio, J. M. G. Pereira, Max dos Remedios, Jorge Ribeiro, J. M. da Rocha, E. D. da Rosa, P. M. N. da Silva, F. de V. Soares, V. F. Soares, R. V. M. R. de Souza, A. Souza, Dr. Souza, G. Tsvanovich, U. Gonella, L. Lecot, L. H. Sultani, A. Rollin, L. R. Hildebrand, A. Hildebrand, H. E. Ammann, S. Hachiuma, H. M. Hendricksen, Baron Braun, C. Van Leo, N. Van Tuong.

The LATER RECEPTION COMMITTEE who received Lady Clementi and the wives of Consuls and Council members, etc., comprised, Mrs. Rosa, Mme. Ia Prade, Mrs. Albuquerque, Mrs. Alves, Mrs. Choa Po Sien, Mrs. Simon Tse Yan, Mrs. Sherry.

These ladies were assisted by Miss Albuquerque, Miss Alves, the Misses Journerio, the Misses Rochas, the Misses Simon Tse Yan and the Misses Choa Po Sien.

HONGKONG DAWN.

Ah! Glimming dawn
Who drives sleep from mine eyes,
And when is born
The mellowed golden skies,
From whom the cloudlets over Kowloon
heights,
Like fleecy blankets to make warm the
night,
Drift down the vale, and with the morn-
ing song,
Float o'er the bay and upwards o'er
Hongkong.

Why! Glimming dawn,
When piercing through the cloud
Of Early morn,
Which drapes, as with a shroud,
Our graceful peak, where we can see
the first
Who dwell thereon, and for thee ever
thirst,
Canst thou not stir and blow, the cloud
along,
That we may see the more above Hong-
kong!

C. H. S.

CHAMBER OF COMMERCE.

MR. BERNARD NOMINATED TO
LEGISLATIVE COUNCIL.

A general meeting of members of the Hongkong General Chamber of Commerce was held in the Chamber of Commerce Room, City Hall, yesterday, to nominate a member of the Chamber for appointment to the Legislative Council for a term of four years, in succession to the late Mr. P. H. Holyoak.

The Hon. Mr. D. G. M. Bernard presided.

In his address the Chairman said that it was only some two months since they had met to nominate a representative for the Legislative Council, during the absence on leave of the late Mr. P. H. Holyoak. Little did they think at that time they should have to meet again so soon to nominate a representative for the full period of four years. This, however, became necessary through Mr. Holyoak's sudden death, which occurred soon after his arrival in England.

Mr. Holyoak, continued the Chairman, served the Chamber on the Legislative Council for a period of eleven years, during which time he never spared himself in working for the Chamber's interests and proved a most capable representative. He set an example which it would be hard indeed for his successor to emulate, and his death was a very great loss to the Chamber.

There was only one candidate to-day, and that was himself, proposed by Hon. Mr. Lang and seconded by Mr. Barlow. Voting would therefore be by a show of hands.

While he did not, continued Mr. Bernard, and could not claim to be able to serve the Chamber with anything approaching the success achieved by Mr. Holyoak, nevertheless, if they did him the honour of electing him he would do his utmost to protect and further the interests of the Commercial Community. In this the knowledge derived from the varied interests both in Hongkong and China of the firm he represented, together with the experience of local matters obtained also from his connection with local companies as a Director would prove valuable assets.

The Hon. Mr. A. O. Lang proposed and Mr. A. H. Barlow seconded Mr. Bernard's nomination, and the proposition, having been put to the meeting, was carried unanimously.

Mr. Bernard thanked the members for the honour they had conferred upon him, and said that he would do his best as the representative of the Chamber. (Applause.)

The following members of the committee were present:—The Hon. Mr. D. G. M. Bernard (Chairman), the Hon. Mr. A. O. Lang, Messrs. Paul Lauder, A. S. D. Cousland, J. A. Plummer, A. H. Barlow, C. C. Knight, and H. R. Cleland (Acting Secretary).

OBITUARY.

FUNERAL OF LATE MRS. CHOY
CHONG SUI.

The funeral of Mrs. Choy Chong Sui took place on Sunday afternoon at the Chinese Christian Cemetery amid many manifestations of regret among the leading Chinese families of the Colony. The route of the funeral procession was along Caine Road, Des Vaux Road and up past the University. The Chung Wah Band and Chung Sing Band were in attendance and the procession was a most impressive one. At the Cemetery a short service was conducted by the Rev. Cheung Chuk Ling.

The chief mourners were:—Messrs. Choy Hing, Choy Chong and Choy Wai, Mrs. Choy, Mrs. M. H. Lee and Mrs. C. J. Wong (daughters). Included in several hundred wreaths and floral tributes were those from Sir Shou Son Chow, the General Chamber of Commerce, Chinese Merchants' Club, the Chinese Y.M.C.A., Employees of the Sun Co., Ltd., Hongkong and Canton, The Wing On Co., Ltd., The Sincere Co., Ltd., Bank of East Asia, Bank of Canton, National Commercial and Savings Bank, Hastings, Denny & Bowley and Mr. A. G. Pilo.

The Sun Co., Ltd., and their two branches at Canton remained closed all day as a mark of respect for the deceased lady, whose sons are closely identified with them.

Wm. POWELL, Ltd.

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BOLSTERS.

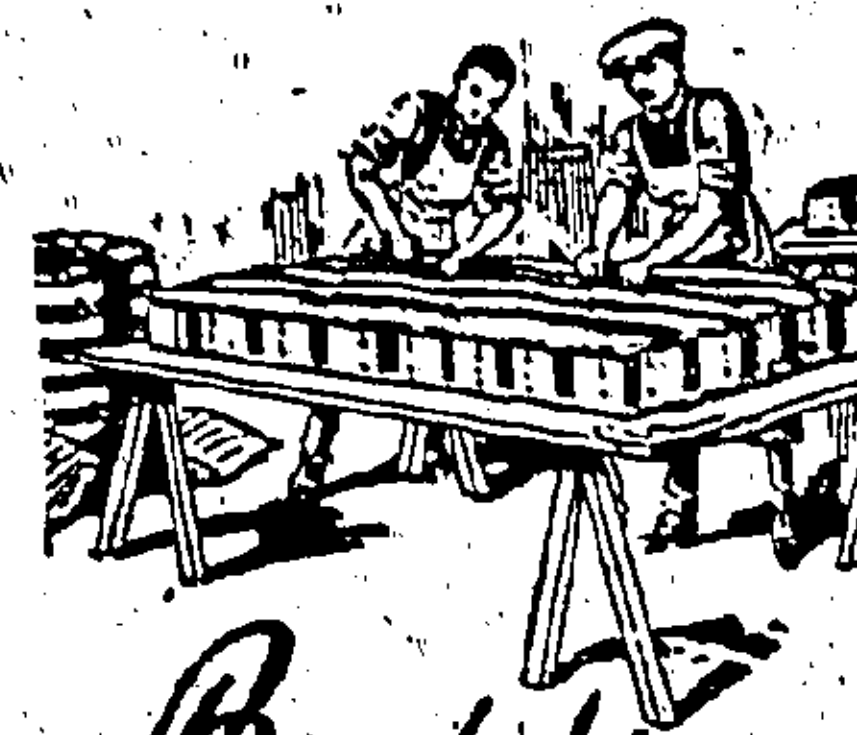
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sweet, clean bedding, either in new ticking
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112] Bank of Canton Buildings. Tel. C. 4018. [A.P.A.]

NEW ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB.

FRANLING OLD COURSE will be CLOSED FROM 15th JUNE for the "ONE MONTH" NEW COURSE REMAINS OPEN.

F. D. MATTHEWS,
Secretary, R.H.K.G.C.
14th June, 1926. [3578]

NOTICE.

AS Certain Persons are Representing that they are Authorised to Accept ADVERTISEMENTS for the "ONE MONTH" NEW COURSE, THIS IS TO GIVE NOTICE to All Concerned that No Person or Firm, Other Than the ADVERTISING AND PUBLICITY BUREAU Has Received any Authority from Us to Canvass for, or to Accept ADVERTISEMENTS on our behalf.

For the
J. K. YUNG PUBLISHING CO.
[3580]

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

HONGKONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS Are Herely Notified that From the 1st JULY, 1926, until Further Notice, the CHARGES for TELEGRAMS will be Collected at the rate of Dollar 0.39 to equal franc 1.00.

S. BLACK,
Acting Superintendent.
Hongkong, June 15th, 1926. [3583]

THE EASTERN EXTENSION AUSTRIA & CHINA TELEGRAPH COMPANY, LIMITED.

(Incorporated in England.)

CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS Are Herely Notified that From the 1st JULY, 1926, until Further Notice, the CHARGES for TELEGRAMS will be Collected at the rate of Dollar 0.39 to equal franc 1.00.

J. J. PATTERSON,
Superintendent.
Hongkong, 15th June, 1926. [3582]

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS, HONGKONG.

THE FORMAL OPENING OF THE EXTENSION OF THE CLUB PREMISES by HIS EXCELLENCY THE GOVERNOR is POSTPONED UNTIL THURSDAY, 17th JUNE, 1926, at 3.30 P.M. [3581]

CAN Any one Recommend Reliable and Experienced HOUSE BOY?—Reply Box 164, c/o Hongkong Daily Press. [3584]

DR. FENTON

HAS RETURNED TO THE COLONY, AND IS PREPARED TO RECEIVE PUPILS FOR TUITION AND COACHING.

3, PEAK ROAD.
TELEPHONE C. 4237. [3585]

PUBLIC NOTICE.

1.—Will Holders of Bathing Matched permits kindly send in the Undersigned, on or before the 23rd day of JUNE, 1926, Answers to the following Questions—

- What is the Licence Number of your Bathing Matched and where is it situated?
- To what extent is your Matched used?
- If you have more than One Matched, please fill in Answers to the above Questions in regard to each of your Matcheds.

2.—Would Members of the Public kindly favour the BATHING BEACHES COMMITTEE with any Suggestions they may have to offer for the improvement of Bathing Facilities in the Colony at existing Bathing Beaches? Will they also suggest Additional Bathing Beaches and any Schemes for developing the same?

(Sd) W. SCHOFIELD,
Hon. Secretary,
BATHING BEACHES COMMITTEE,
Post Office Building.
[3575]

HONGKONG JOCKEY CLUB.

NOTICE.

SUBSCRIPTION GRIFFINS 1927.

LISTS are NOW OPEN for MEMBERS to Subscribe for SUBSCRIPTION GRIFFINS for 1927, and will be Found at the HONGKONG CLUB, RACE COURSE and STABLES. Lists will CLOSE on MONDAY, 21st JUNE, 1926, at 6 P.M.

By Order,
C. B. BROWN,
Secretary.
[3577]

INTIMATIONS.

FINLEY VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage, and comprising 6 rooms, 4 bathrooms, servants quarters, etc., at \$150 and upwards. These comfortable residences on MOULTON ROAD, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3472]

MESSRS. KOMOR & KOMOR, TEMPORARILY REMOVED.

ST. GEORGE'S BUILDING,
CHATER ROAD, 2ND FLOOR—LIFT—

All are Cordially Invited to View our FINE COLLECTION. [359]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on MONDAY, 21st JUNE, 1926, at 5.15 P.M.

By Order,
C. B. BROWN,
Secretary.
[3547]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

Situate at Victoria in the Colony of Hongkong and registered at the Land Office as SUBSECTION 2 of SECTION D of INLAND LOT No. 1355 with the Premises thereon known as No. 2, CHING LIN TERRACE (Formerly known as No. 2, LA SING KUI ROAD)

ON WEDNESDAY, the 16th day of JUNE, 1926, at 3 o'clock P.M.,

BY MESSRS. LAMBERT BROTHERS, Auctioneers,

THEIR SALE ROOM, No. 8A, DUNDRELL STREET, VICTORIA, HONGKONG.

For further Particulars and Conditions of Sale, Apply to:—

MESSRS. WOO AND NASH, Mortgagees, Solicitors,

Nos. 4 and 6, Queen's Road Central,

OR TO:—

MESSRS. LAMBERT BROTHERS, Auctioneers,

No. 8A, DUNDRELL STREET.

Dated 25th May, 1926. [3564]

TO LET—KING EDWARD HOTEL

BUILDING. For Particulars, Apply to the CHINA LAND & INVESTMENT CO., LTD., BANK OF CANTON BUILDING. [3573]

PREMISES TO LET in the DAIRY FARM BUILDING, PENNINGTON STREET, East Point, Floor Area: 5,235 Sq. Ft., Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3536]

FROM 15th JUNE, PEAK HOUSE, Enclosed in Own Grounds. Ideal Position, Central, Cool. Nine Rooms, Six Bath, Two Tennis Courts, also Ten-Roomed HOUSE Near ST. PAUL'S for SALE or LEASE.

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.

Revised by Members.

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DEATH.

PHILIPS.—On or about May 27th, travelling from Lungchow to Nanping, JOHN MAITLAND PHILIPS of The Asiatic Petroleum Co. (S.C.) Ltd., aged 24 years, killed by robbers. [3570]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 15th, 1926.

THE FAILURE OF THE GENERAL STRIKE.

The article published in this issue from our London Correspondent gives a connected account of the General Strike in Great Britain. The outstanding feature of this description of the greatest industrial disturbance in modern times is the clear evidence it affords that the heart of the British nation is sound at the core, and we are able to see that the moment danger threatened the people as a whole rallied loyally to the support of the Government. We are not altogether surprised to learn from information received from a sure source that although the strike was suddenly precipitated something of the kind was expected by competent observers. For a long time past there was a considerable body of opinion at home which was disposed to say, "A General Strike has to come sooner or later, and it is better to get it over and be done with it." This view may seem fatalistic, but there is something to be said for it, because there are few things in life more disturbing to one's peace of mind than the feeling that one is on the edge of a precipice. Looking back now it is permissible to remark that the trade and prosperity of the country could never have recovered so long as a widespread

belief prevailed that there might—and probably would—be an industrial upheaval. Nothing can be more calculated to destroy confidence in the business world than the spectre of a strike on a national scale with the whole of organised labour involved in the trouble.

One tragic aspect of the General Strike was that it took place just at the moment when there were signs of a return to better times in industry. At the beginning of May there was good reason to hope that trade was beginning to turn the corner at the bottom of the long road of depression. The unemployment figures showed a decrease. Merchants and others were more cheerful. Moreover, it was tragic because a General Strike deliberately planned and put into operation with the ostensible object of helping the miners could never make things better than they were in the coalfields. Only a lunatic could imagine that by paralysing the manifold activities of the whole country it would be possible to compel the mine-owners to pay the men more wages, seeing that on the authority of the Coal Commission it was patent that the money was not there. There was the further fact that no matter how the strike ended the miners and the owners would be no nearer an agreement over hours of labour and conditions of employment. They would still have to meet round the table and endeavour to arrive at a settlement.

These considerations were of course well within the knowledge of the General Council of the Trades Union Congress who were responsible for "calling the General Strike. But what of that? The Council were concerned to promote questions of far greater importance in their estimation than the wages of the miners or the general prosperity of the country. Their ultimate aims were political and not economic. This is the basic fact which governs the conception and right understanding of the General Strike.

They wanted to hold the country to ransom by starving the population into submission to their will, and having accomplished that purpose they aspired to say what should, and what should not, be done in the wide field of industry; in fact their object was to place themselves above the Constitution. Concern regarding the miners was only a pretext for the strike; and the General Council of the T.U.C., sought to gull the public into believing that from first to last it was an industrial dispute. But the statement was untrue. It seems to have carried weight with the Trade Unions; but otherwise its falsity was apparent to every man and woman outside the walls of an asylum for the feeble-minded.

No sooner had the struggle commenced than the public at large perceived that they had to face something essentially different from the ordinary industrial dispute with which they were familiar. They saw that it was an issue which was to decide how they were to be governed in the future. Were they to be under the authority of Parliament or of the Trades Union Congress? Were they to be subject to a group of delegates elected by Trade Unions, or Parliament elected by the nation as a whole? The newspapers had been suppressed as soon as the strike started; and in itself this was enough to indicate the sinister character of the movement, because all through history it has been the practice of every oligarchy to destroy the freedom of the Press. It is to the credit of the British people and a testimony to their political acumen that although they were deprived of the guidance of Press opinion in their favourite journals they took the sane view of the situation. After centuries of liberty under a system of government which has been the envy and admiration of every nation in the world, they were determined that the ancient privileges that Englishmen won for themselves from rapacious nobles and despotic kings would not be relinquished even under the menace of starvation at the hands of a faction.

The public at home saw through the motives of the T.U.C., and refused to recognise the General Strike as a trade dispute. The real motives were either to force the Government to grant an extension of the subsidy to the mining industry until it revived and could stand on its feet again, or to nationalise the mines, which simply meant that the country would have to carry the industry in bad times—and that of course was only another name for subsidy plus public ownership. In any event the miners were to be assured of a minimum wage at the expense of all the other industries in the country. Workers in every other field of industrial activity might go short when trade was bad, and find themselves out of a job, but not the miners. This may be excellent Socialism, but it is rotten economics. And needless to say, if the stupendous gamble of the T.U.C. to bluff the nation succeeded, and they won their bid for power, it was absolutely certain that after placating the miners a similar claim would have been made for workers in other staple industries. No wonder, therefore, the country taken as a whole rose up to defeat the would-be Napoleons of Trade Unionism who threw down the challenge, and while professing to assist one comparatively small section of workers—the miners—attacked the nation at large, and set out to inflict the maximum amount of loss and privation and suffering upon millions of their fellow countrymen, including helpless women and children, by declaring a General Strike.

It is, we think, a matter for pride to Britons in every part of the world that when confronted with the frightful menace of a General Strike the people at home refused to be "rattled." There was no trace of panic. Instead, there was a rush of volunteers to maintain essential public services. The necessities of life were forthcoming; there was no shortage of food; in a few days transport of all kinds was organised on some sort of regular basis, and those who had to travel daily to and from their work were able to do so. A nation which is able to stand up smiling and undaunted against such a blow at the heart is unbeatable in any circumstances. It is a nation worthy of the high destiny of Empire and the leadership of mankind.

Madam Wu Pei Fu, wife of the famous Marshal Wu, has left Hankow for Peking.

The Eastern Extension Cable Company announce that cable communication with Macao is interrupted.

One Chinese imported case of small-pox was notified in Hongkong during the 48 hours ended June 13th.

A Reuter's cable from Peking states that later foreign dispatches confirm the Hankow shooting affair.

The theft is reported of a wooden box, valued at \$4, containing \$78 in money, from the quarters of an assistant hawker at 4, Tung On Street.

An amah, employed by Mr. B. V. Harris, of 463, The Peak, reports the theft from a drawer in her room of a purse containing \$15 in notes.

Lord Willingdon, head of the Committee of Inquiry in connection with the British Indemnity Fund, is staying at the British Legation, Peking.

Mrs. Bowes Smith is at present a patient at the Peak Hospital, having been operated on for appendicitis. She is reported to be making good progress.

A Chinese, aged about 20 years, fell over the first floor verandah of No. 38, Sai Street, early yesterday evening and was removed to hospital suffering from a broken jaw.

An order for confiscation was made, at the Kowloon Magistracy, in respect of 245 taels of prepared opium, valued at \$2,500, which had been found concealed in the engine room of the s.s. *Tathylbius*.

Seven Chinese women, whose combined ages aggregated 387 years, were discharged at the Central Magistracy yesterday, when they were summoned for obstruction, by squatting on the pavement by Jardine's Bazaar.

A Russian and an Estonian, who had stowed themselves away on board the German vessel, *Donaus* from Shanghai, were each sentenced to a month's imprisonment at the Central Magistracy yesterday. They were found in the bunkers by the captain, when the vessel was one day out of Shanghai.

Lee Ying Shan, one of the four Koreans who have been detained in the Japanese Consular gaol, at Shanghai, following their arrest on a charge of carrying pistols and bombs with them on the C.N.C. str. *Shan-tien*, strangled himself in a cell. Though there were four inmates, all Japanese, in the cell, it seems none of them knew that the Korean had hanged himself until the morning.

Last week we published a list of stopping places in connection with the Kowloon Bus Services. With reference to these stops it should be noted that Nathan Road should be substituted for Coronation Road, wherever the latter name appears as a stopping place. We have also been asked to state that on Routes 1 and 2 buses will stop by request at the Kowloon British School, for the convenience of children.

At the Supreme Court yesterday, Mr. H. G. Sheldon applied for extension of time allotted for registration, with the Hongkong Registrar, in respect of two mortgages entered into by the Shanghai Branch of the National Commercial and Saving Bank, Ltd. The mortgages concerned property in Hongkong. His Lordship intimated that he must have assurance that there was nothing in the way of a winding-up petition pending. The application was adjourned.

POLICE CHANGES.

The following changes, in respect to Police administration, have been made and will take effect from to-day:—

Divisional Inspector W. F. Blackman, who was recently transferred from Shau-kiwan to Central, is taking charge of No. 2 Station, Wan-chai, and his place at Central Station will be taken by Divisional Inspector C. Aris, who for the past few months has been in charge of Tim Sha Tsui Water Police Station.

In addition to taking over the duties of Divisional Inspector Central, Inspector Aris will also become acting Chief Inspector, which office has been carried out by Inspector Blackman since Chief Inspector Kent went on leave a week or two ago.

Divisional Inspector J. Ogg, who has been in charge of No. 2 Station, Wan-chai, takes over the charge of the Water Police Station.

HONGKONG ANGLERS.

ANGLING CLUB ANNUAL MEETING.

The annual meeting of the Hongkong Angling Club was held in the Board Room of Messrs. Jardine, Matheson & Co., yesterday evening.

Mr. W. E. L. Shenton presided.

It was decided to ask H.E. The Governor and the Hon. Mr. W. T. Southern (Colonial Secretary) to be patrons of the Association.

The Chairman said that the fishing competition arranged last season had been cancelled owing to the Strike. He expressed the hope that it would be held this season. It was, after discussion, resolved to hold a competition, and it was considered that \$200 would suffice to cover expenses and to procure prizes. Money in hand was stated to be \$300, and it was resolved to put \$200 on Fixed Deposit.

The Chairman, referring to the prospects for the season, said that members of the Association would be granted permission to fish from certain wharves and docks in the Colony.

A member drew attention to the unsportsmanlike habit of some persons in fishing with worms, for black bass in the reservoirs. He said that the fish usually swallowed the hook to such an extent that it died before the hook could be extracted. He suggested that only fly-fishing be allowed in the reservoirs.

The Chairman said that the committee would deal with the question. The question of re-stocking the reservoirs was mooted, but no decision was arrived at.

The following officials were elected for the year:—Mr. W. E. L. Shenton (President), Mr. A. L. Shields (Vice-President), Mr. E. B. C. Hornell (Hon. Secretary and Hon. Treasurer), Committee: Messrs. J. Arnold, A. M. Thornhill, A. Gillard, Somerset Fitzroy, S. L. Sim and Dr. Ho.

Before the meeting concluded, the Chairman thanked Mr. Hornell for the work he had accomplished on behalf of the Association last year. He was sure that the members appreciated his continuing the duties for another year.

COAL STRIKE.

PROSPECT OF A MINERS' BALLOT?
THE PREMIER'S VIEWS.

[THROUGH REUTER'S AGENCY.]

London, June 13th.

While Mr. Cook, the Miners' Secretary, is as adamant as ever in support of the slogan "Not a Penny off the pay: not a minute on the day," twice during the week-end it was directly hinted that he would be prepared to abide by a miners' ballot, which has long been stated to be one of the Government's proposals for ending the deadlock.

Mr. Cook declared at Penrance:—"I shall be called upon soon, perhaps sooner than some of us expect, to sign an agreement, but it must be a signature on behalf of a million men. If the men want an eight-hour day or are prepared to work for lower wages, they must say so." There is no suggestion, however, that he is ready to initiate a ballot, and the opinion prevails, rightly or wrongly, that unless such a ballot is taken secretly under Government supervision, it is bound to be "fiddled", or, at any rate, would be abortive owing to the tactics of extremists.

[BRITISH WIRELESS SERVICE.]
A NEW MANIFESTO.

Rugby, June 13th.

The Miners' Federation has issued a new manifesto in which it reaffirms the points on which the miners are standing out. It then proceeds to request that "in view of the determined opposition to reorganisation expressed by the mine-owners" the first step shall be the submission by the Government of precise and detailed schemes of reorganisation for discussion and criticism. The manifesto concludes:—"We want a wages agreement that will give us economic security and provide proper safeguards and machinery whereby the men can get their wages adjusted and their conditions guaranteed without continued upheavals."

INVITATION TO GOVERNMENT.

The Conservative organ, the *Daily Telegraph*, in commenting on the manifesto declares that it contains what amounts to an invitation to the Government to renew its attempt to bring the two sides together and effect a settlement, though this cannot be done unless the Federation is prepared to abate some of its demands. The *Daily Telegraph* adds that the last sentence cited above is "quite proper and a reasonable declaration of the men's requirements. No exception can be taken to it as regards either its tone or sense. Upon that basis it should be possible to renew negotiations with some hope of a favourable and lasting result and if, as we must suppose, the sentence in question was directed with that purpose in view, the Government will hardly hesitate to avail itself of the opportunity so held out."

TURNING POINT REACHED.

The *Daily Telegraph* remarks that this is only one indication that the turning point has at last been reached in the dispute. Another indication is the actual or impending return to work of miners in certain districts, notably at five pits in Warwickshire and at Ollerton, in Nottinghamshire. There is also a remarkable letter to the leaders of the Miners' Federation, signed by thirteen miners in the Mansfield area of Nottinghamshire, in which it is stated that "where anything like old terms can be paid, the pits should be thrown open at once and let others face the facts squarely and make terms according to their ability to pay." It was reported yesterday that large numbers of men in the district were adding their signatures to this letter, which not only throws over the Federation but attacks the Federation leaders. It says that "our Trade Union machinery is in the hands of men who place political ambition and revolutionary projects before our industrial welfare. We are the victims of a policy we have neither made nor believe in, and are earnestly desirous of bringing to an end once and for all these distressing disputes."

PREMIER'S TRIBUTE.

SAVED BY COMMON SENSE OF THE PEOPLE.
Rugby, June 13th.

In view of the debate on the coal situation which is taking place in the House of Commons, on Tuesday the Premier made only a brief reference to it in a speech delivered at a large Conservative demonstration in Wiltshire yesterday.

He expressed regret that both sides had rejected the arbitration he offered, since he believed that a settlement procurable by such a method would have been the best possible until fresh machinery had been set up whereby their troubles might be adjusted in the future. But whatever the settlement to be reached might be, one must be reached before long and the first business will be afterwards to get together and repair the losses which the country has sustained.

The Premier referred to recent industrial events and said that the last few months would occupy a conspicuous place in history. The general strike was called, ostensibly, to assist the miners, but if it had succeeded the strikers and everyone else would have been brought down to starvation and ruin. Events took place which if they had occurred among a less disciplined people, would have led to riot, and a revolution would have quickly followed. True to tradition the people had kept their heads. He recognised the courage that it took on the part of leaders who had taken the false step to recede from that position as unconditionally as they did. But if the strike showed solidarity and sympathy with the miners it showed something else far greater. It proved the stability of the whole fabric of Great Britain. To the amazement of the world not a shot was fired. We were saved by the common sense and good temper of our own people. Immediately the public grasped that what was at stake was not the solidarity of Labour nor the fate of the miners, but the life of the State there was a response to the country's need, deep and irresistible. "There was that feeling in the country because the leaders and men who were on strike felt it in their innermost hearts, too. They felt the conflict of loyalties, and they knew the same conflict was raging in the breasts of thousands of men who had fought for their country ten years ago. Many of the strikers were uneasy in their consciences, because the British workman, as I know him, does not like breaking contracts. We have a party system acceptable to public opinion in the country and we legislate in accordance with that opinion. We have these things and we know in our hearts that no revolutionary change can give us more democratic freedom. The British people are not going to throw over Parliament to set up the Divine right either of the capitalist or trade unionist and we are not going to bow down to the dictatorship of either. In no country of the world is there less need to do so and in no country in the world is there less reason, politically, for a general strike."

TRADE DISPUTES.

The Premier said he hoped to see the British Labour movement free from alien and foreign heresy but pursued and developed on English lines laid down by Englishmen. When they had got the coal trouble out of the way they would try once more to see whether they could not choose a better way and find methods for avoiding strikes at home. "As the burden of armaments has been crushing the life out of Europe in years past, so has the money lost in trade disputes these last years been far more harmful to the standard of living of the worker than any alleged conspiracy on the part of the Government or anyone else." He believed the time was soon coming when what has been impossible under the clouds of suspicion may become possible—for a more enlightened and statesman-like mind among employers and trade union leaders. The Government would give every help.

[THROUGH REUTER'S AGENCY.]

HOW LANCASHIRE IS HIT.

London, June 14th.

As a result of the coal stoppage, 100,000 cotton operatives in Lancashire are on short time in mills spinning American cotton, which are working alternate weeks. Even mills spinning Egyptian cotton are hard hit, and are expected to close on Fridays and Saturdays.

EMPIRE COMMUNICATION.

DEVELOPMENT OF AERIAL TRUNK LINES.

[BRITISH WIRELESS SERVICE.]

Rugby, June 13th.

Sir Samuel Hoare, Secretary for Air, in an address to the Empire League, spoke on the future development of Empire air communication.

He envisaged a remarkable improvement in the near future. He said that during the next ten years, the three main lines of progress should be:—aeroplane routes to India in four days, to Australia in ten days, to New Zealand in twelve days and to Cape Town in six days. At some time also a fourth line might well be formed across the Atlantic to Canada in two and a half days, but for the present the competition of trans Atlantic liners might make that line commercially more difficult to inaugurate. When once those Empire trunk lines were running, smaller lines would no doubt radiate from them, linking up with them the territories of this or that Crown Colony or dependency. The steps that were being taken to carry this policy into effect were to organise landing grounds and seaports and he asked the Dominions and Crown Colonies to assist in this work. An effort was also being made to start commercial lines over the Empire by means of airships. He believed the airship could be made a useful weapon of Empire defence and an invaluable instrument of Imperial unity. A protracted period of research and experiment had shown that there was no technical reason why airships, capable of carrying 100 passengers and 20 tons of freight and a crew of fifty, should not run on regular and punctual services to all parts of the Empire. Considerable progress had been made with the construction of two great airships being built for the Government but they would not be able to fly to the Dominions unless masts were built and in this work he invited the assistance of the different Governments. The backbone of the Empire was its line of communications and it was this that he wished to strengthen.

OLYMPIA HORSE SHOW.

INTERNATIONAL JUMPING COMPETITION.

Rugby, June 13th.

The International Horse Show at Olympia, London, opens on Thursday next and continues until June 26th. On the 21st the jumping competition will take place by officers of the British and foreign armies for the King George V. gold cup. Six nations will be represented these being the United States, France, Sweden, Belgium, Holland and Britain. Among the English competitors will be Colonel Malise Graham, 10th Royal Hussars, last year's winner.

FOOT AND MOUTH DISEASE.
PREMIER REGRETS IMPOSITION OF RESTRICTIONS.

Rugby, June 13th.

In the course of his speech in Wiltshire on Saturday, the Premier made reference to the protection of British livestock against foot and mouth disease and the restrictions recently imposed against carcasses imported from Belgium and Holland, mainly of pigs used for bacon curing in England. He said the annual volume of supplies stopped amounted to only about three per cent. of the British meat supply. Nevertheless, he regretted having to impose such restriction, particularly when the countries affected were near neighbours and good friends of Britain. No other course was, however, possible.

[THROUGH REUTER'S AGENCY.]

DUTCH OIL.

SEQUEL TO JUDGMENT OF HAGUE TRIBUNAL.

The Hague, June 13th.

Under an agreement reached between the Perlek Petrol Company and the successors of the late Emile Deen with regard to carrying out the judgment of the Hague Tribunal, which went against the latter, the Perlek Company receive one million florins and part of the Kolte royalty which at present exceeds 150,000 florins annually. The Perlek Board will recommend to shareholders to approve the proposed revision of the trust deed, whereby 25 per cent. of their share capital is reimbursed.

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

THE NORTHERN WAR.

MANY MOVEMENTS OF TROOPS.

PEKING, June 14th.

It is stated that General Yeh Kai Hsin was forced to evacuate the Hengchow region, and now occupies the line between Liling and Hsinaghsiang. Reports current in Chinese military circles indicate that reinforcements are being sent hurriedly to Yeh-Kai Hsin's aid, General Ma Chi's troops having already reached Yochow, while General Liu Ching Shan's forces are now en route from Ichang to Puhai, an important point on the Changsha-Hupeh Railway.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.

BRAZIL'S OFFICIAL RESIGNATION RECEIVED AT GENEVA.

Geneva, June 14th.

The Secretary-General of the League of Nations has received a telegram from the Brazilian Foreign Ministry conveying the decision of the Brazilian Government to cease membership of the League of Nations, in accordance with article one of the Covenant, adding that Brazil will not participate in the meeting at the Assembly of the League in September.

THE FRENCH FLIGHT.

PELLETIER D'OISY PROGRESSES A FURTHER STAGE.

Moscow, June 13th.

Capt. Pelletier D'oisly has left Kanan on a further stage of his flight to Tokyo.

[REUTER'S AMERICAN SERVICE.]

GIFT FROM CHINA.

CARDINAL BONZANO PRESENTED WITH SILK VESTMENTS.

Chicago, June 14th.

Mr. Po Pa Hung and Mr. Nicholas Tsu, two of the industrial leaders of China, here to attend the Eucharistic Congress, have presented Cardinal Bonzano, the Papal Legate, who was at one time a missionary in China, with a set of pontifical mass vestments of white and gold silk, woven by the women and children of the Hospice of St. Joseph, Shanghai.

TACNA-ARICA PROBLEM.

SOUTH AMERICAN STATES STILL DISAGREE.

Lima, June 13th.

Peru has rejected Chili's counter-proposals and Mr. Kellogg's suggestion to divide Tacna Arica so as to afford Bolivia an outlet to the sea. It is reported that Chili has suggested a division whereby a smaller portion of the disputed territory is handed over to Peru.

AMERICAN FLIGHT.

DUGGAN IN DUTCH GUIANA.

PARAMARIBO (Dutch-Guiana), June 13th.

Duggan, the argentinian airman, has departed en route to Buenos Aires.

UNRULY CHINESE SOLDIERS.

[ASIATIC NEWS SERVICE.]

PEKING, June 14th.

According to reports, the Peking Electric Tramway Corporation lost nearly fifty per cent. of its revenue during last month chiefly owing to the unreasonable interference of the soldiers. In order to prevent the company from suspending traffic, Marshal Wong Huai Ching and police chief, General Li Shou Ching, have again issued proclamations strictly prohibiting free riding by soldiers and it remains to be seen whether this joint order will produce any effect. A similar proclamation was issued in April but the soldiers and their "friends" entirely ignored it. Apart from free riding, the soldiers beat conductors and motormen if they disobeyed their orders either to stop or to start, contrary to the company's regulations. The difficulty lies in the fact that the soldiers belong to various armies and they absolutely refuse to obey orders unless they are issued by their own superior officers. On account of this the right men are doing better business nowadays as well-to-do natives, who want to get away from the soldiers as far as possible, hire rickshaws instead of using the tramways.

HUNAN AS A BUFFER STATE.

[ASIATIC NEWS SERVICE.]

Hankow, June 13th.

At the joint request of the Hunan commanders, General Chao Hen Ti, former Tapan of Hunan, has arrived here from Shanghai en route for Changsha. During a press interview, General Chao declares that he is not returning to his former post at Changsha; but, in his capacity as a citizen of Hunan, he is endeavouring to discover a plan which will be acceptable to both the North and the South with a view to preventing them from utilizing Hunan as a battle ground. He is trying to make Hunan a sort of buffer state between Marshal Wu Pei-Fu's influence in the Central Yangtze region and the Kuomintang Government at Canton.

General Tang Sheng Chi has announced his retirement from the Tupsan of Hunan.

ENGLISH LADY'S ESTATE.

DAME ISOBEL AGLEN'S PROPERTY.

Dame Isobel Marion Agnes Bayley Aglen, the wife of Sir Francis Arthur Aglen, K.B.E., Inspector of General Customs, Peking, who died at sea on February 17th, 1925, left property in Hongkong, worth \$4,100. Her English estate was valued at £20,478. Deceased resided in England at Holly Ridge, Haslemere, Surrey.

She shared her estate amongst her family, and appointed her husband as trustee. In connection with the Hongkong property, the application for the resealing of the will was made by Mr. M. M. Watson, the lawfully appointed attorney.

A BACHELOR "PROBLEM."

THE M.P.'S CELEBRATION OF THEIR CELIBACY.

AMUSING COMMENT.

Mr. Hore-Belisha, M.P., in an amusing contribution on the Bachelor M.P.'s recent celebration, observed that there was something a little sad in the thought that on a spring night with a certain prompting in the air, the Bachelors of the House of Commons should hold the celebration of their celibacy. There is no there not, he asked, a suggestion of shamelessness about this festival and still more about the choice of the season of the year. It is as if a man should deliberately walk under ladders without his fingers crossed, or spill the salt and spurn to cast some grains of it over his shoulder. That, at any rate, seems to be the attitude of the general public towards single men. They are treated as if they were a problem—a minority problem, like the negroes in America—a problem that somehow or other must be solved before the business of the nation can be permitted smoothly to proceed.

Persistent is the propaganda of persuasion, methodical the missionary enterprise, which is to convert them. They open their newspapers at breakfast time, and "What is the right age to marry?" perturbs their morning meal. But that question was answered long ago by a reputable philosopher—"A young man not yet an elder man not at all." Then the Chancellor of the Exchequer is invited to tax them on the precedent of Mohammed "The Koran or the sword!"

They accept, in all innocence, hospitality, and are there a potential hostess among the guests who does not seek to deny them into the company of some lady on her visiting list? And what is the conversation to which they have perennially to submit? "And are you not married, Captain Dashwood? That is only because you have never met the right lady. Now I will introduce you to."

Nor was there ever an unmarried man who was not called ten times in the week—and reprovingly—a cynic, which is a derivative from dog. Surly, snarling—that is the suggestion. Would it indeed be wonderful if one so persecuted developed these characteristics, if one compelled to spend his life like a hunted beast, treading warily and avoiding capture, came to take a certain pride in proclaiming his savage independence? And is not society a little undiscriminating? It pretends to pay the lip service of respect to self-denial—which is strange, seeing that that condition is almost always involuntary—whereas celibacy, which is but an aspect of it, never seems to inspire reverence or recognition which is more strange, because it is so often preserved in obedience to the finest sensibilities.

It is true that bachelors, like virtuous women, are apt to be self-righteous, but only to cover up from vulgar eyes the hidden places of their hearts. They may make a merit of a state which they have not always chosen from theoretical conviction, but if the secret of their lives could be unfolded, their persecutors might be compelled to bow their heads in shame.

Might it not be discovered that their loyalties were even more loyal than the loyalties of the married, their devotion more devout than the devotion of the betrothed, their fidelity more faithful than the fidelity of those who have heard their golden wedding bells? It may be so, or it may be not. But if doubt is to have its prescriptive benefit, then would it not be fairer for those who mock at bachelors to tread lightly lest they tread on dreams?

Scottish Letter.

AN OLD SCOTS BETTING TAX.

THE LONDON SCOT ON A SUNDAY MORNING.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 4th.

Mr. Churchill's Betting Tax is not the first of its kind by any means, and here in Scotland we have had experience of a law which goes far beyond the provisions of the present Budget. The 23rd Parliament of James VI. "holden at Edinburgh the fourth day of August, 1621," imposed taxes not only on betting but also on winnings at cards and dice.

It was provided that if any man happened to win a sum exceeding a hundred marks at cards or dice within twenty-four hours, or to gain more than that amount "at Wagers upon Horse-races," it was ordained that the "superplus" should be consigned within twenty-four hours into the hands of the collector for the poor (the Treasurer of the Kirk if in Edinburgh or the Kirk Sessions in country parishes), "to be employed always upon the poor of the Parishes, where such winning shall happen to fall out."

Magistrates were given full power to pursue all such persons for their excess winnings; and to encourage them in doing so it was enacted that if any Magistrate were informed of such winning and refused to pursue for them the informer should bring an action against the Magistrate for double the amount—half to be given to the poor and half to be kept by the informer.

It was further declared that in view of "the manifold evils and inconveniences" arising from these forms of amusements which it was stated "are now over-much frequented in this country to the great prejudice of the lieges," it was enacted "that no man shall play Cards nor Dyce in any common-house, Town, Hostlerie, or Cookes houses under the pain of forty pounds money, of this Realm." The keepers of any such houses were liable to this penalty for a first offence, and "losse of their liberties for the next." And it was declared unlawful to play at cards and dice in any private house except "where the Master of the Family playeth himself."

A LONDON SCOTTISH KIRK.

If one wished to give a picture of the London Scot on a Sunday morning, one would have to go either to Crown Court or St. Columba's. Other churches, of course, there are in abundance for Scots in London, but it is into these two that the tribes go up in greatest variety. In many ways St. Columba's is unique. It draws to it men of high and low degree from every quarter of London. A look at the list of elders gives one extreme. It includes the Duke of Atholl, the Earl of Stair, the present Minister of Labour, Mr. John Buchan, Sir John Nairne and Mr. Graeme Whitelaw.

The congregation, on the other hand, is largely made up of work-a-day Scots. Every Sunday morning sees a pilgrimage from the outlying districts. In this respect worship in the modern Babylon is little removed from that in the most deserted and far-flung of Highland parishes. For few ministers draw their congregation from more scattered and outlying districts than Dr. Fleming. Often in travelling by bus or tube you will be able to guess that the traveller opposite is going to St. Columba's too. It is a feeling that is capable of subtler interpretation than the sympathetic smile that comes from the Metropolitan policeman when you ask him where "Kont Street is. For his father was a beadle, and he knows quite well that on the Sabbath Pont Street is a hushful synonym for St. Columba's. St. Columba's makes its appeal to different people. But its strongest appeal is national.

The new recruit in the ever-increasing Scottish Army of Occupation in England is drawn there because he wants to be among his ain folk. For the Scot in England is a stranger in a strange land, and it does him good to go to St. Columba's, see the clan names on the seats, and lift his voice to the old psalm tunes. It is the same with Scotsmen who are returning from abroad. The tea planter, from Ceylon, the bank manager from China, the Canadian farmer, or the Kenya settler all make St. Columba's their first port if they pass through London on the way to Scotland, and it is not infrequent to see Americans there. True, there is no trace of Scots descent in their accent, but they bear the names of clans, if not of kings, and are not far removed from the Highland stock whose villages they are on their way to visit.

SHIPPING NEWS.

ARRIVALS.

June 13th.
Apsey, British str., 1,770 tons, Capt. Wm. Anderson, from Singapore, which port she left on June 6th, with a cargo of firewood, lying at buoy No. 429.—W. F. S. S. S.
Chung Hing, Chinese str., 240 tons, Capt. Lung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C37.—Hong On Co.
Jade, French str., 380 tons, Capt. P. Maternati, from Fort Bayard, with a general cargo, lying at buoy No. C39.—Shun Cheong S.S. Co.
Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with fruits and pigs, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
West Prospect, American str., 4,520 tons, H. A. Wilhelm, from Los Angeles and Foochow, the former port she left on April 22nd and the latter on June 11th, with a general cargo, lying at Stonecutters.—Struthers and Barry.
Yunnan, British str., 1,200 tons, Capt. Atkins, from Shanghai and Amoy, lying at buoy No. C15.—B. & S.
 June 14th.
Adolf von Baeyer, German str., 5,707 tons, Capt. R. Hohlhoff, from Hamburg, which port she left on April 24th, with a general cargo, lying at Kowloon Wharf.—Routier, Brockmann & Co.
Chak Sang, British str., 1,470 tons, Capt. U. E. Vaughan, from Haiphong, with general cargo and bullocks, lying at buoy No. C35.—Jardine, Matheson & Co.
Huiching, British str., 1,207 tons, Capt. A. H. Stewart, from Foochow and Amoy, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.
Hakone Maru, Japanese str., 6,300 tons, Capt. S. Hirata, from London and Singapore, the latter port she left on June 9th, with 704 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.
Sydney Maru, Japanese str., 2,523 tons, Capt. T. Hongo, from Moji, which port she left on June 6th, with merchandise, lying at buoy No. A23.—N.Y.K.
Seichun, British str., 1,504 tons, from Shanghai, which port she left on June 10th, with a general cargo, lying at Stonecutters.—B. & S.
Tai Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with vegetables and fish, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
Yuki Maru, Japanese str., 1,937 tons, Capt. S. Akana, from Karatsu, with a cargo of coal, lying at buoy No. B30.—O.S.K.
 CLEARANCES.
 June 14th.
Adolf von Baeyer, for Shanghai.
Chung Hing, for Kwang Chow Wan.
Derwent, for Amoy.
Hakone Maru, for Kwang Chow Wan.
Korea Maru, for Shanghai.
Macassar Maru, for Batavia.
Sui Yik, for Sha U Chung.
Sunkong, for Kwang Chow Wan.
Sydney Maru, for Singapore.
Tak Hing, for Haiphong.
West Prospect, for Singapore.
Yunnan, for Port Redan.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., the master of a trading junk was fined \$15, with the alternative of two weeks' hard labour for failing to exhibit regulation lights on his junk while under way in the Southern Fairway.

The death of a Chinese passenger, at sea on May 6th, was reported to the Harbour Master by the master of the British steamer *Talithys* from Tacoma and Mike. The cause of death was endocarditis.

The total number of deck passengers entered for the 24 hours ended at 9 a.m. yesterday was 1,723, of which the s.s. *Takada* (British) from Osaka and Amoy carried 1,400 and the s.s. *Apsey* (British) from Singapore 205.

The master of the s.s. *Apsey* (British) from Singapore, reported to the Harbour Office yesterday that during the voyage to Hongkong two Chinese deck passengers had died.

The master of the s.s. *Hakone Maru* (Japanese) from Middlesborough and Singapore, reported to the Harbour Office yesterday that during the voyage the death occurred of a Chinese deck passenger.

A notice to mariners has been issued by the Foochow Customs Authorities with regard to Conservancy Works in the Min River between Kiu Gi and Pakto. This notice, which appears in the local Harbour Office, states that the construction of training works in broken stones in the above named stretch of the river is now in progress and that, constituting a menace to navigators, they will be marked as follows:—Lien Po Spur Dike, which is being built out in a northerly direction, from the south shore of Siu Gi Point near Lien Po, will be marked at the outer end by a sampan carrying a red flag by day and a single red light at night. The sampan will be replaced at a later date by a black Beacon carrying at night a single red light. On no account is a vessel to attempt passing between the sampan, or Beacon, and the south shore.

VESSELS EXPECTED.

Alipore (P. & O.), due June 18th.
Benedict (Bon Line), due to-day.
Empress of Asia (C.P.R.), due to-day.
Empress of Canada (C.P.R.), due June 20th.

HONGKONG SHIPPING.

Yesterday's shipping statement showed an all round decrease in the cargo brought to this port, compared with the figures for the previous twenty-four hours, despite the fact that three more vessels arrived than during the previous period. There was a total decrease recorded of 8,210 tons. Hongkong cargo dropped by 3,553 tons and freight for ports beyond by 4,587 tons.

The number of vessels in the harbour at 9 a.m. yesterday was 55, of which 37 were British. During the previous 24 hours twelve vessels arrived, viz.—three British, one French, one American, one German, two Japanese and four Chinese. The departures during the same period came to eleven, viz.—one British for Amoy, one Chinese for Haiphong, two British for Haiphong, one British and one French for Kwang Chow Wan, one American for Manila, one British and one Japanese for Swatow and one British and one Danish for Shanghai. There was only one clearance, this being a British steamer for Shanghai.

CARGO ENTERED.

(During the 24 hours, ended 9 a.m. yesterday).

For Hongkong 5,047 tons.
 For ports beyond 8,170 "

Total 13,217 "

(During the previous 24 hours ended at 9 a.m. on Sunday).

For Hongkong 9,600 tons.
 For ports beyond 12,827 "

Total 22,427 "

Of the cargo for Hongkong, only two British vessels carried any freight, namely *Takada* (British) from Osaka and *Apsey* (British) from Singapore, the latter port she left on June 9th, with 704 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Takada (British) from Osaka and Amoy with 562 tons of general cargo and safety matches, mail and 85 tons for ports beyond;
Yunnan (British) from Shanghai with 1,200 tons of general cargo;
Apsey (British) from Singapore with 20 tons of firewood 20 tons of sundries;
Jade (French) from Fort Bayard with 380 tons of general cargo;
West Prospect (American) from Los Angeles and Foochow with kerosene, lubricating oil, ammonia, glass and old paper (amount unspecified) and similar cargo for ports beyond;
Adolf von Baeyer (German) from Hamburg and Singapore with 373 tons of general cargo and iron, mail and 6,033 tons for ports beyond;
Sydney Maru (Japanese) from Osaka and Moji with 613 tons of general cargo, mail and 1,182 tons for ports beyond;
Yuki Maru (Japanese) from Karatsu with 4,123 tons of coal;
Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo;
Sui Yik (Chinese) from Sha U Chung with 8 tons of general cargo;
Tak Hing (Chinese) from Nam Tau with 6 tons of vegetables and 230 catties of fish;
Sui Yik (Chinese) from Sha U Chung with 2 tons of fruit.

Later arrivals yesterday, too late for inclusion in the above returns, were:—
Tak Hing (Chinese) from Nam Tau with 7 tons of vegetables and 6 tons of fish;
Hakone Maru (Japanese) from Middlesborough and Singapore with 70 tons of general cargo, mail and 730 tons for ports beyond;
Cons (British) from Tarakan with 4,000 tons of general cargo and 3,782 tons for ports beyond;
Chak Sang (British) from Haiphong with 841 tons of general cargo and mail;
Huiching (British) from Foochow and Amoy with 300 tons of general and mail.

PASSENGERS.

ARRIVALS.

Per s.s. *Hakone Maru*, on June 14th:—
 From London: Mr. P. E. Baskett, Mr. J. Swanson, Mr. O. Larsen; from Marseilles: Mr. M. Knapp, from Marseilles: Mr. H. Mody, Mr. and Mrs. F. H. Mody; from Naples: Mr. M. Frantz; from Colombo: Mr. and Mrs. P. K. Parvi; from Singapore: Mr. H. J. May, Mrs. I. O. Stearns, Mrs. L. E. Stearns, Mr. G. Hartig, Mr. W. Hochstadt, Mr. G. T. Neilman, and Mr. S. M. Isaac.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* is due here from Vancouver via Japan ports and Shanghai, at noon to-day (Tuesday). She will sail for Manila at 5 p.m. to-morrow (Wednesday), and is due back from Manila at 7 a.m. on Monday, June 16th. She will sail for Vancouver, B.C., via Shanghai and Japan ports at noon on Thursday, June 24th.

The R.M.S. *Empress of Australia* left Shanghai (Woosung) yesterday at 10 p.m., and is due at Kobo on Thursday, June 16th, at 6 a.m.

The P. & O. s.s. *Alipore* left Singapore for Hongkong on the 13th inst. at 3 p.m., and is due here on the 18th inst. at about noon.

The s.s. *Santha* (B.I. and Apar Line), arrived in Hongkong from Singapore yesterday.

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Steamers	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	June 24	June 27	June 30	July 3	July 12
EMPRESS OF CANADA	July 1	July 4	July 7	July 10	July 17
EMPRESS OF RUSSIA	July 8	July 11	July 14	July 17	July 24
EMPRESS OF AUSTRALIA	July 15	July 18	July 21	July 24	Aug. 1
EMPRESS OF ASIA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 17
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 17	Aug. 24
EMPRESS OF RUSSIA	Aug. 15	Aug. 18	Aug. 21	Aug. 24	Aug. 31
EMPRESS OF AUSTRALIA	Aug. 22	Aug. 25	Aug. 28	Aug. 31	Sept. 7
EMPRESS OF ASIA	Sept. 5	Sept. 8	Sept. 11	Sept. 14	Sept. 21
EMPRESS OF CANADA	Sept. 12	Sept. 15	Sept. 18	Sept. 21	Sept. 28
EMPRESS OF RUSSIA	Sept. 19	Sept. 22	Sept. 25	Sept. 28	Oct. 5
EMPRESS OF AUSTRALIA	Sept. 26	Sept. 29	Oct. 2	Oct. 5	Oct. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 16	June 18	June 19	June 21
June 30	July 2	July 3	July 5

Passenger Department: Tel. C. 752.
 Freight and Express: Tel. C. 42.

Cables: GAOANPAO.
 Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU ... Tuesday, 15th June.
 SHINYO MARU ... Tuesday, 22nd June.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAKUO MARU ... Tuesday, 17th July.
 GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KATORI MARU ... Saturday, 19th June.
 ATSUTA MARU ... Saturday, 3rd July.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
 AKI MARU ... Wednesday, 21st July.

NEW YORK and/or BOSTON via PANAMA.

TOYAMA MARU ... Sunday, 20th June.

BUENOS AIRES via Singapore, Dairen & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Wednesday, 7th July.

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Tuesday, 29th June.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 20th June.

SOURABAYA via Batavia, Cheribon & Samarang.

RANGOON MARU ... Thursday, 1st July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 19th June.

SHANGHAI, KOBE & YOKOHAMA.

HAKATA MARU ... Tuesday, 22nd June.
 AKITA MARU ... Thursday, 24th June.
 SUWA MARU ... Monday, 28th June.
 AWA MARU ... Monday, 28th June.

For further information, apply to— NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2422.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGKOR ... B	—	—	22nd June, 1926.
PORTHOS ... A	—	—	6th July, "
ANDRE LEON ... A	21st May, 1926	22nd June, 1926	20th July, "
PAUL LECOQ ... A	4th June, "	6th July, "	3rd Aug., "
GENERAL METZINGER B	18th June, "	20th July, "	17th Aug., "
FONTAINE BLEAU ... A	2nd July, "	3rd Aug., "	31st Aug., "
AMAZONE ... B	16th July, "	17th Aug., "	14th Sept., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Porter's Attendance).

A Class 1st Class—£2 9s. 0d. B Class 1st Class—£2 8s. 0d.
 2nd Class—£2 7s. 0d. 3rd Class—£2 6s. 0d.

Through Tickets to London and Sailing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.

Sailings subject to alteration without notice.

For full Particulars, apply to—
 Telephone: Central 740. MESSAGERIES MARITIMES CO.,
 CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI...	"KWONGSANG"	Wednesday, 16th June, at Noon.
SANDAKAN...	"HINSANG"	Thursday, 17th June, at 2 p.m.
OSAKA via MOJI & KOBE...	"YUNESANG"	Friday, 18th June, at 7 a.m.
STRAITS & CALOUTTA...	"NAMSANG"	Saturday, 19th June, at 7 a.m.
TIENTSI...	"CHIPSANG"	Wednesday, 23rd June, at 7 a.m.
HAIPHONG...	"MINGSANG"	Wednesday, 23rd June, at 10 a.m.
TSINGTAU via SHANGHAI...	"YATSHING"	Wednesday, 23rd June, at Noon.
OSAKA via SHANGHAI...	"LAISANG"	Saturday, 26th June, at 7 a.m.
MOJI & KOBE...	"FOUSHING"	Wednesday, 30th June, at Noon.
TSINGTAU via SHANGHAI...	"OHEONGSHING"	Monday, 5th July, at Noon.
STRAITS & CALOUTTA...	"KUTSANG"	Monday, 5th July, at 3 p.m.
KOBE via MOJI...	"HOSANG"	Friday, 9th July, at 7 a.m.

For Freight or Passage, apply to—

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OUTWARDS.		HOMEWARDS.		
Vessel	Due Hongkong.	Vessel	Discharges	Leaves H'kong.
"GLENSHIEL" ...	17th June.	"CARNARVONSHIRE" ...	20th July	
"FEMBRONSHIRE" ...	11th July.	London, Rotterdam & Hamburg via Oran.		
"GLENIFFER" ...	2nd "			
"GLENOGLE" ...	5th Aug.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MCKINLEY" ...	June 21st.
"PRESIDENT JEFFERSON" ...	July 3rd.
"PRESIDENT GRANT" ...	July 15th.
"PRESIDENT MADISON" ...	July 27th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JEFFERSON" ...	June 25th.
"PRESIDENT GRANT" ...	July 7th.
"PRESIDENT MADISON" ...	July 19th.
"PRESIDENT JACKSON" ...	July 31st.

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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels

FOR
 MARSEILLES, ALGIERS, ROTTERDAM, HAMBURG AND
 SCANDINAVIAN PORTS.

s.s. "CEYLON" ...	Leading About
m.s. "FORMOSA" ...	25th June
m.s. "AGRA" ...	25th July
	2nd August

FOR SHANGHAI AND JAPAN PORTS.

m.s. "FORMOSA" ...	21st June
m.s. "AGRA" ...	25th June

For further particulars, apply to the Agents—

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "AFRIKA"

will be loading for: GENOA, MARSEILLES, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 29th June, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Malaya" ...	12th June	20th of July
M/S. "Peru" ...	12th July	
M/S. "Danmark" ...	2nd August	

Subject to change without notice.

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Brewed and bottled by the
PALATINE BOTTLING CO. LTD.
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CONSIGNEE NOTICES.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motorship "MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 18th of June, 1926, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson and Asho on the 17th of June, 1926, at 10 a.m.

All Claims against the Vessel must be presented to the Underwriters before the 21st of June, 1926, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.
Hongkong, June 15th, 1926.

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GABARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 21st June, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 18th June, 1926, at 10 a.m. Claims against the "Steamer" including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 90 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 15th June, 1926. [3876]

HAMBURG-AMERIKA LINIE.

THE Steamship "PREUSSEN"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th June, 1926, will be subject to Rent.

All Claims must reach us by 18th June 1926, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m., 16th June, 1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JEBSEN & Co.,
Agents, Hongkong,
Hongkong, 8th June, 1926. [3857]

A GREAT PHILANTHROPIST. LORD SHAFTESBURY AND HIS WORK.

[BY THE REV. C. A. ALINGTON, D.D., HEAD
MASTER OF ETON.]

It is a melancholy fact that the lives of good men are seldom as attractive to read as those of scoundrels. No thinking person, it may be hoped, will readily accept Swinburne's antithesis between the "lilies and langours of virtue" and "the raptures and roses of vice" as affording an explanation. It is only the very exceptional criminal whose career is rapturous and rosy, and what fatigues us in reading the careers of the virtuous is precisely their inability to be languorous. A man who is consumed with a desire to improve the world is fatiguing company, and his ceaseless energy, in whatever field it is shown, is a continual challenge and rebuke to the natural laziness of the reader.

It might seem at first sight that there is more reason in the saying of the old Greek that while there are countless ways of being bad there is ultimately only one way of being good, but the monotony which this suggests is not to be found in real life, and the suggestion may be hazarded that the life of the average bad man presents less variety than that of his rival. Still, the fact remains that more people will pick up a book called "The Lives of Twelve Bad Men" than one called "The Lives of Twelve Good Men." They will probably be disappointed, but their hopes of entertainment will be higher.

JOHN HOWARD.

If the term "good man" is limited to philanthropists (a limitation for which there is no real justification) the charge of monotony is easier to sustain. Anyone, for instance, who has had occasion to wade through the biography of the great Mr. John Howard (whose centenary we celebrate this year) will find that his previous standard of dullness in biography was miserably low. (The phrase, it may be mentioned in passing, is a theft from Sir Francis Doyle, who was wont to say, in commenting on Wordsworth's confession that he got drunk in honour of his first visit to the rooms Milton had occupied as an undergraduate, "I am afraid that the poet's standard of intoxication was miserably low.")

To return to Mr. Howard: his life, it is true, was consecrated to one purpose and contains few episodes, except a marriage with his elderly landlady, other than those connected with his visits to prisons. But the pitiless fashion in which these are recorded by his admiring biographer; the entire absence of any details except the bare facts of his discoveries; the way in which the hero is described as "our unwearied philanthropist," "the indefatigable traveller," "the painstaking investigator," and the like, combine to break down the patience of the most hardened reader. Truly, the author, whose name I have forgotten, was one to whom Lowell's description of another biographer might be applied: "He tramples out the last spark of geniality with the broad damp foot of a hippopotamus."

"A MAKER OF THE 19TH CENTURY."

Lord Shaftesbury, whose birthday was April 28th in the year 1801, has been more fortunate than Howard. His official biography, it is true, is heavy reading, but he has been fortunate in his last biographers, Mr. and Mrs. Hammond, who wrote the volume describing him as one of the makers of the Nineteenth Century. They have done for him something of what Mr. Coupland recently accomplished for William Wilberforce, and if their picture is not as attractive the fault lies in the main with their subject, and not with them. Shaftesbury had no sense of humour: his eyes can never have twinkled as did those of his great predecessor, nor had he any period of youth in any way comparable to those delightful years in which Wilberforce frolicked happily with the younger Pitt, before the latter had developed into "the Heaven-born Minister."

There are some to whom this absence of humour will seem an absolute bar to greatness. The suggestion is an attractive one, but reflection shows that it is at least as hard to draw up a list of men undeniably great who had a real sense of humour as of similar men who lacked it. It would appear to be a real handicap to men of action. Could Napoleon have afforded one? And even men of letters who might be expected to need it more, have been curiously lacking in this direction. Shakespeare is an exception to this as to all rules, but it may be doubted whether any other great English poet except Chaucer and Browning have possessed the delightful but dangerous gift.

In any case, to leave these high levels of speculation, there is no question that the gift of humour was one which Shaftesbury did not possess. It is not the characteristic grace of that section of the English Church of which he was so illustrious a member. On the other hand the Evangelicals of England have a noble record of care for the poor. It is far from being a monopoly, for most of the ritual troubles of Queen Victoria's reign arose from the devoted labours in the slums of extreme High Churchmen; the Modernists have, in fact, sometimes been exhorting by their own prophetic to emulate the self-sacrificing devotion of the other two great bodies of English Churchmen.

Shaftesbury was what would today be called a Fundamentalist, and he did not waste on the views of other Christians the large charity which he showed towards the poor. Everyone knows his characterization of "Eccles Homo" as "the most pestilential book ever vomited from the jaws of hell," and a famous speech in which he declared that he "would rather worship with Lydia 'by the river side' than with a hundred supplied priests in the temple of St. Bar-

nabas," stirred the frenzy of Exeter Hall against the Ritualists. But it is an easy and a profitless task to hint at the weaknesses of great men, and Shaftesbury was a man who, so far as this country is concerned, rightly merited his place among the makers of the Nineteenth Century. "No student of the history of the century," as his biographers remark, "would omit him from the gallery of those who helped to create or to destroy institutions, habits, beliefs, that were full of significance to that age and full of consequence to his successors."

The names of their chapters suggest the variety and the uniformity of the causes he championed—the Factory Act, the Reform of the Mines, the Ten Hours Bill, the Agricultural Labourer, the Lunacy Laws, Climbing Boys—the names suggest controversies in all of which Shaftesbury took a leading and an honourable part, for he was not one whose enthusiasm for a particular reform blinds him to the necessity of others. Wilberforce might concentrate on the slaves, or Bright on Free Trade, and be not unjustly blamed for indifference to other good causes. Shaftesbury was throughout his life the champion of the poor and the oppressed, whatever caused their poverty or whoever was guilty of their oppression.

REFORMS THAT LIVE.

Some of the reforms which he brought about are concerned with issues which are still alive; in some cases his success was so complete that a later generation is in danger of forgetting that the scandal ever existed. "Climbing boys," for instance, have ceased to be even a name except to readers of the "Water Babies," but there was no single achievement of Shaftesbury's more personal, more dramatic or more characteristic. The case of the unhappy children employed in sweeping chimneys had been before the public for a hundred years before it was finally dealt with, and no one can say how much longer the scandal might have endured but for his tireless energy.

We find a difficulty in believing that the fate which nearly befell Oliver Twist was still a possible one in this country fifty years ago, and was liable to befall children as young as four and a half. The Act which came into force in 1842 was largely disobeyed, and in 1853, after several boys had been burnt to death in the process, it was still possible for a noble lord (whose chimneys were among the most unclimbable in the country) to suggest that the Bill then introduced was "a pitiful cant of pseudo-philanthropy."

The Lords were more easily convinced of the scandal than the Commons, who rejected the proposal to forbid the employment of boys under sixteen, and for twenty years more boys continued to enter the profession at six ("a nice, trainable age"), to have their elbows and knees specially hardened by rubbing with strong brine, to be bought and sold for the purpose (Nottingham boys being worth most to sell) and to be suffocated at frequent intervals. It was not till 1875 that an annual licence was made compulsory, just a hundred and two years after the remedy had first been suggested.

THE HARROW BOY.

It has only been possible to mention in detail one of the causes to which Shaftesbury devoted his life, but the specimen is as characteristic as it is honourable. The inscription on Harrow Hill, which tells how the shocking spectacle of a pauper's funeral stirred him as a boy to devote his life to the poor, records an important event in English history, and the day is worthy to be compared to that other day when Mr. John Howard mounted his horse and rode off into the neighbouring county to see whether there was any real excuse for letting gaolers make profit out of their prisoners.

It is not unduly fanciful to say that Mr. Howard, the High Sheriff of Bedfordshire, never returned from that ride, but continued it, as Howard the philanthropist, to the day of his death, just as the Harrow boy of fourteen who was going down the Hill had changed in a moment into the great Lord Shaftesbury whose name will be remembered as long as London stands—*Evening Standard*.

FIRING ON SHIPS IN YANGTZE GORGES.

For more than four years, says the *N. Y. Daily News*, foreign vessels operating on the Yangtze above Hankow, but between Ichang and Chungking, especially, have been subjected to all sorts of insults, abuses and indignities at the hands of the various military parties.

The masters of these vessels, navigating what undoubtedly is one of the three most dangerous stretches of water in the world, have more than enough to make them anxious in protecting their ships from the incessant dangers of the river; but when, as is now coming to be the rule rather than the exception, their ships are fired on, wantonly and without the shadow of a justifiable pretext, their lot becomes more unenviable still.

In the last three months there has been a marked revival of this practice of every Tom, Dick and Harry in a military uniform considering himself justified in having a little target practice with the hull of a passing foreign steamship as the object, and only yesterday we had to report two glaring and uncalled-for cases of a vessel of the Indo-China Steam Navigation Company being fired on.

We hear now that a few days ago a ship of another company was fired on without rhyme or reason. There were no casualties, and the vessel continued on her way without much damage having been suffered. The next ship of the same company that wished to pass the same spot was however, stopped by the military authorities in control of that district, and a bill presented to the master for the cost of the ammunition that had been used in firing on the previous ship! If any of our readers can supply us with a more glaring incident of sheer effrontery, we should very much like to know of it.

"EASE HER; STOP HER; GO ASTERN."

There has been quite a big business recently in shipping motor-cars from Shanghai to Hankow. A few days ago one car was sent up from Shanghai. The owner had neglected to empty the petrol tank and to shut off the petrol. He also left the gear in reverse. Consequently, when the coolies at Hankow came to move the car from the deck of the vessel they found themselves confronted with unexpected difficulties. They swarmed over the car in their efforts to see what was wrong, and one bright youth, evidently of a mechanical bent, gave the self-same vigorous push with his foot. The car immediately moved; in fact it moved so strongly and so quickly that before anyone realized what was happening it had made its way across the deck and over the side into the turbid waters of the Yangtze. And the name of the vehicle that is able to do all of this of its own accord? Wild horses would not drag it from us!—*N. Y. Daily News*.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Panama, Turbo*.
Hankow Dock:—*Anking, Seang Bee, Soochow, West Cayote, Taisan, Anhui*.

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
June 15th.....	5.38 a.m.	7.08 p.m.
" 16th.....	5.38 "	7.08 "
" 17th.....	5.38 "	7.08 "
" 18th.....	5.38 "	7.08 "
" 19th.....	5.38 "	7.08 "
" 20th.....	5.38 "	7.10 "
" 21st.....	5.38 "	7.10 "
" 22nd.....	5.38 "	7.10 "
" 23rd.....	5.40 "	7.10 "
" 24th.....	5.40 "	7.10 "
" 25th.....	5.40 "	7.11 "
" 26th.....	5.40 "	7.11 "
" 27th.....	5.41 "	7.11 "
" 28th.....	5.41 "	7.11 "
" 29th.....	5.41 "	7.11 "
" 30th.....	5.41 "	7.11 "



Disfiguring Pimples Healed By Cuticura

Daily use of Cuticura Soap, assisted by Cuticura Ointment when required, not only soothes and heals unsightly and annoying pimples and irritations on neck and face, but tends to prevent such eruptions. Nothing purer, more economical or more satisfactory than these fragrant emollients.

Soap, Ointment, Tablets sold throughout the world. Write for literature to J. C. Cuticura, Boston, U.S.A. Try the Cuticura Shaving Stick.



HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 14th.

	Previous Day at 2 p.m.	On 6 a.m.	On 12 p.m.
Barometer	29.64	29.68	29.66
Temperature	78	78	78
Humidity	89	78	63
Wind Direction	ESE	E	E
" Force	2	2	5
Weather	OB	O	O
Rain	0.8	0.0	0.03

Highest open-air Temperature on 15th ... 78
Lowest open-air Temperature on 14th ... 75

HONGKONG TIDE TABLE.

From June 15th to 21st, 1926.

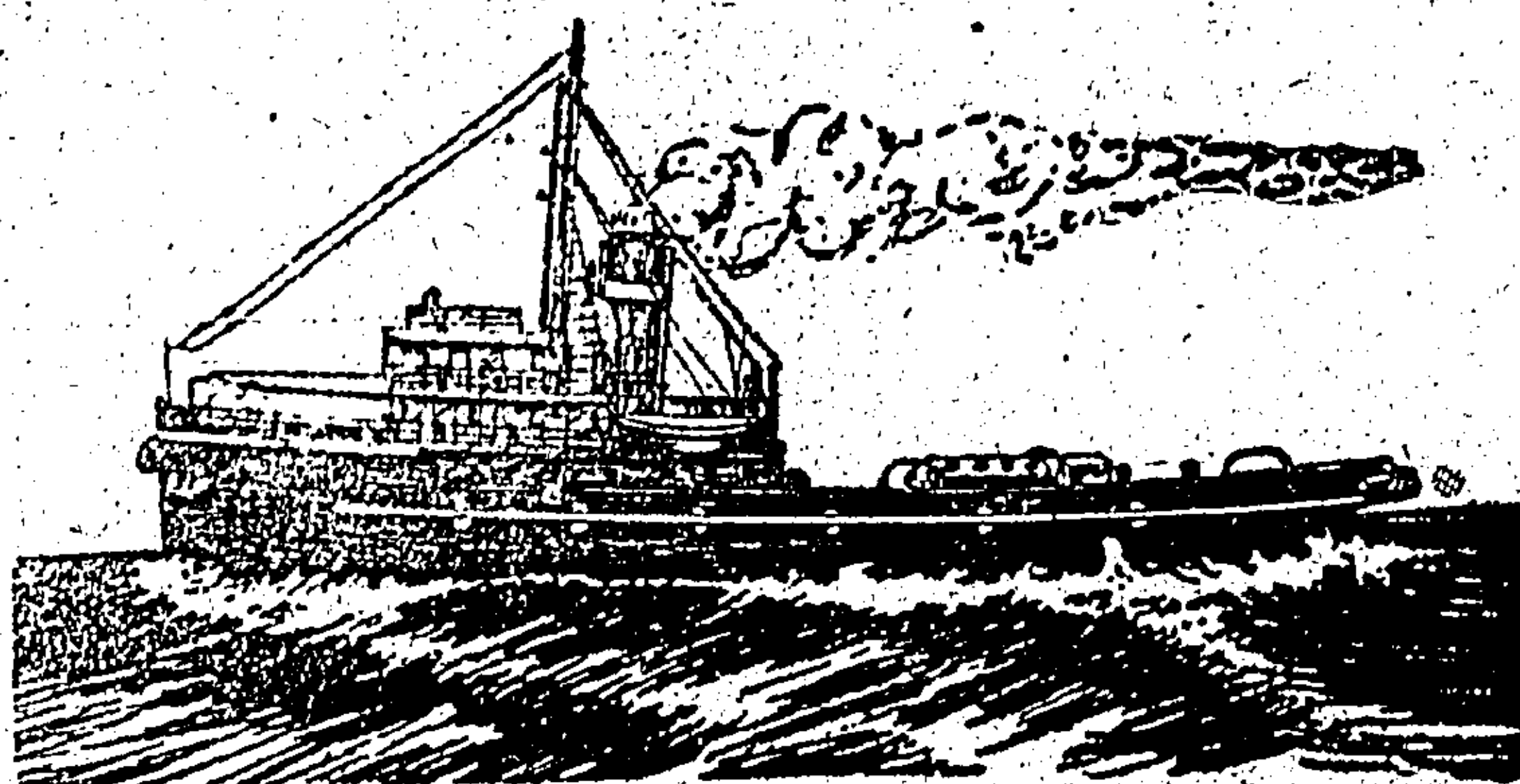
HIGH WATER				LOW WATER			
Day of Week	Day of Month	H'kong. Standard Time	Height	Day of Week	Day of Month	H'kong. Standard Time	Height
Tues.	15	h. m.	ft. in.	Tues.	15	h. m.	ft. in.
		2 29	3 7			4 54	3 6
Wed.	16	h. m.	ft. in.	Wed.	16	h. m.	ft. in.
		1 19	3 5			7 39	1 9
Thur.	17	h. m.	ft. in.	Thur.	17	h. m.	ft. in.
		11 54	6 1			8 33	1 4
Fri.	18	h. m.	ft. in.	Fri.	18	h. m.	ft. in.
		10 38	5 0			9 24	1 6
Satur.	19	h. m.	ft. in.	Satur.	19	h. m.	ft. in.
		5 40	4 4			10 12	4 1
Sun.	20	h. m.	ft. in.	Sun.	20	h. m.	ft. in.
		3 14	4 8			10 55	3 0
Mon.	21	h. m.	ft. in.	Mon.	21	h. m.	ft. in.
		4 47	4 8			11 41	3 1
		6 2	4 4			0 44	3 0

The HONGKONG & WHAMPOA DOCK Co., Ltd.

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THE BANK LINE, LTD.

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CANTON" ... Via Suez Canal ... From Hongkong 18th June.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WHEAT & Co., London.)

Sailings from Hongkong
M.V. "WEIRBANK" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ...
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FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
"B" 1st Class £20. 2nd Class £14.

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ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August
Loading for Mauritius, Delagoa Bay, Durban, East London, Alago Bay, Port Elizabeth, Mossel Bay and Capetown
Through Bills of Lading issued to Batavia, Quilmes, Rio, Port Amelia, Mozambique, Ouidé, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

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Sailings from Singapore on 6th of every month by "CITY OF PALERMO"
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IMPROVED SERVICE

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PHILADELPHIA

M.V. "ASIATIC PRINCE" ... Leave Hongkong 30th June
M.V. "JAPANESE PRINCE" ... " " " 3rd August

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FURNESSE (FAR EAST), LIMITED.

Telephone: Central 3165.

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King's Building.

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HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore

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North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "GERMA" ... 28th June
S.S. "ZOSMA" ... 28th July
S.S. "OOSTERK" ... 23rd August

SAILINGS FOR EUROPE:

S.S. "ALDEBARAN" ... 4th July
S.S. "OOSTERK" ... 10th July
S.S. "GERMA" ... 7th August

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

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Telephone Central No. 1574.

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**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KIDDERPORE"	5,334	21st June	Singapore, Penang, Colombo and Bombay.
"MANTUA"	10,992	28th June, Noon	Marseilles and London.
"JEYPORE"	5,418	4th July	Singapore, Penang, Colombo and Bombay.
"KARMA"	9,128	10th July	Marseilles, London and Antwerp.
"PASTAR"	5,907	16th July	Marseilles, London, Rotterdam and Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	28th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	14th Aug.	Marseilles, London and Antwerp.
"KALYAN"	9,144	4th Sept.	Marseilles, London and Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles, London and Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MORRA"	10,918	10th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	17th Oct.	Marseilles and London.
"MANUVA"	10,922	24th Nov.	Marseilles, London and Antwerp.
"KARNATA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles and London.
"MALWA"	10,941	8th Jan.	Marseilles, London and Antwerp.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,849	15th June, 7 p.m.	Singapore, Penang and Calcutta.
"SANTHA"	7,754	7th July	do.
"TILAWA"	10,008	12th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIDALA"	7,841	22nd July	do.
"TALMA"	10,000	3rd Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,600	30th July	do.
"TANDA"	6,956	27th August	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SANTHA"	7,754	16th June, 6 a.m.	Amoy, Shanghai, Moji and Kobe.
"AMFORE"	5,273	20th June, 6 a.m.	Shanghai, Moji and Kobe.
"TILAWA"	10,008	23rd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	30th June	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,018	7th July	Kobe and Yokohama.
"SHIDALA"	7,841	1st July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"TALMA"	10,000	14th July	Shanghai and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	6th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	7th Sept.	Shanghai, Moji and Kobe.
"MORRA"	10,918	10th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	4,503	5th Oct.	Shanghai, Moji and Kobe.
"KARNATA"	9,128	18th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	4,500	4th Jan.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with laundries.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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P. & O. Building, Connaught Road Central, HONGKONG.

Agts.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisines.

FOR

AMOY & FOCHOW

AND RETURN

(Comprising 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart, (Wednesday, 16th June, at 1 p.m.)

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Fogda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

AMOY & SINGAPORE	"ANKING"	On 15th June, 6 a.m.
BANGKOK	"KWANGTUNG"	On 15th June, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 16th June, 6 a.m.
HOIHOW & HAIPHONG	"TAMING"	On 17th June, 10 a.m.
WEIHAWEI, CHEFOO & TIENTSIN	"HUOHO"	On 17th June, 4 p.m.
SHANGHAI	"SUNNING"	On 17th June, 4 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 19th June, 6 a.m.
SHANGHAI	"YINGHO"	On 20th June, 6 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 22nd June, 6 a.m.
SHANGHAI	"KANGHONG"	On 23rd June, 6 a.m.
BANGKOK	"KIANGSU"	On 23rd June, 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent & Most Up-to-date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
CHANGTE	14th June	19th June, Noon
TAIPING	16th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: Central 35.

Agents.

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DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "DACE CASTLE" ... Sailing on or about 19th June

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

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TAKING CARGO ON THROUGH BILLS OF LADING TO

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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS £272. 10s. 0d. "B" CLASS £268. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... From Hongkong.

5th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... Sails about 30th June.

S.S. "VENEZIA" ... Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st July via

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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF CANTON"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.
S.S. "MACEDON"	... Via Suez Canal	16th July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

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